

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. I. No. 10.

CHICAGO, ILL., DECEMBER 10, 1898.

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A GRAIN CLEANER

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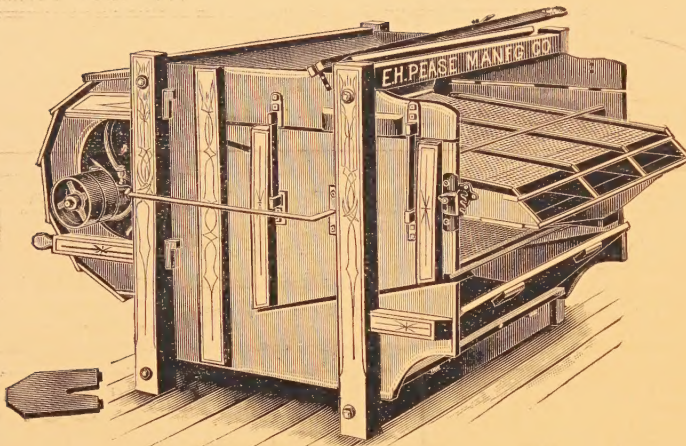
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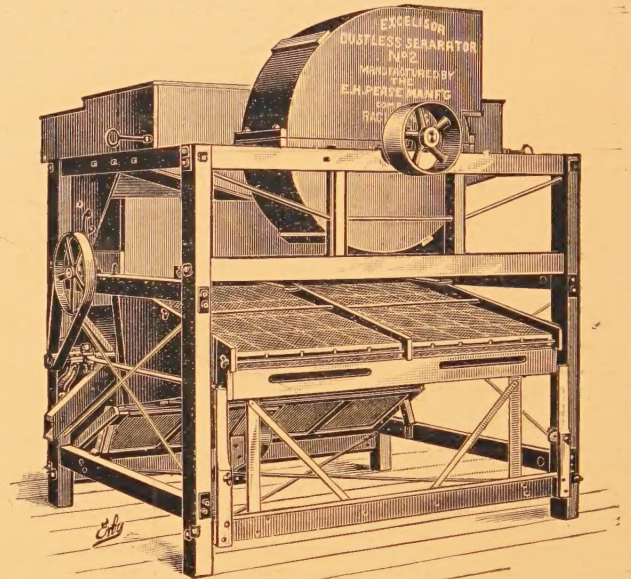
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IS A GOOD CLEANER.

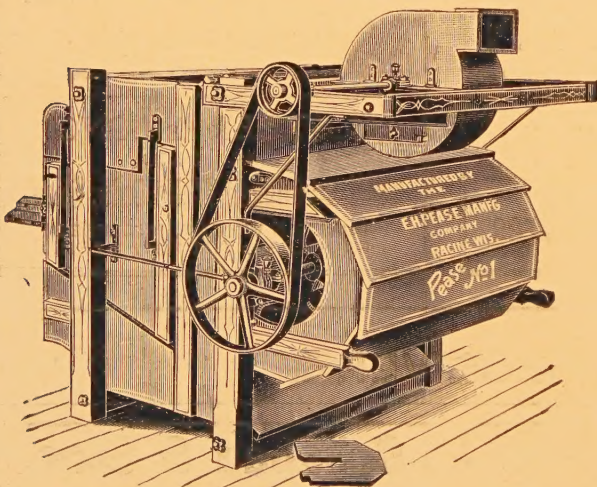


Pease End Shake Warehouse Fanning Mill.

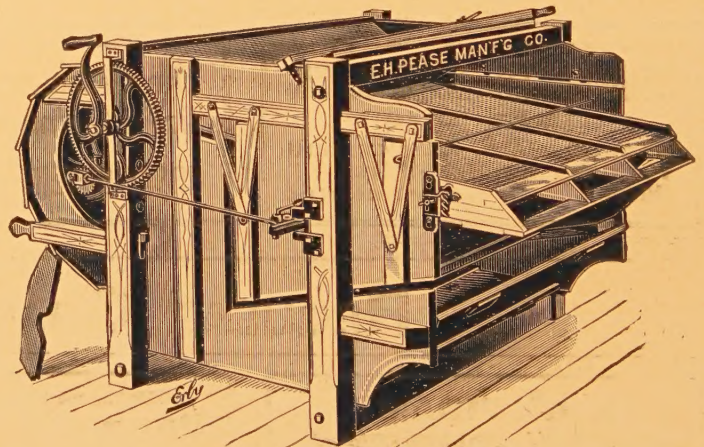
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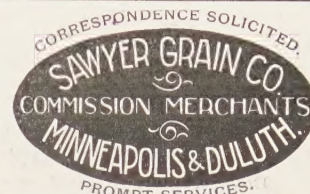
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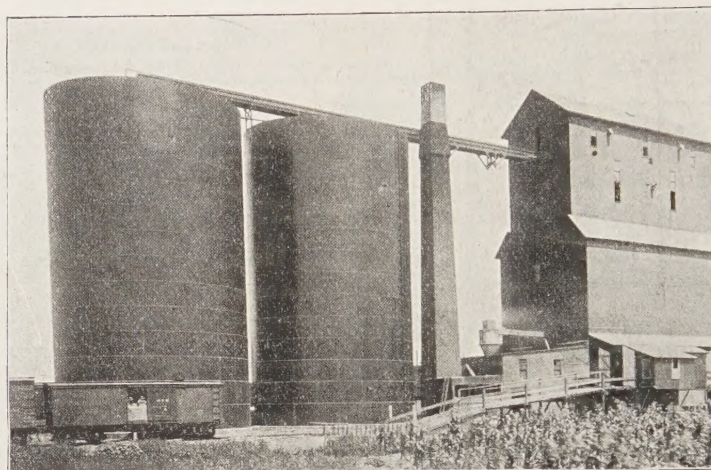
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For
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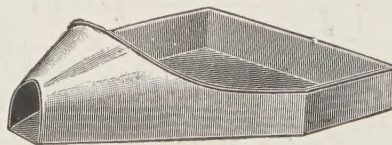


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For Examining Samples of Grain.



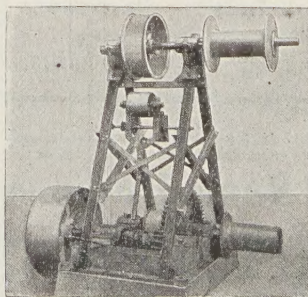
Made of Aluminum. The Lightest Pan made,
will not Rust or Tarnish, always stays Bright.
\$1.25 at Chicago.

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Grain Trippers, Car Pullers, Spouting,
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Pulleys, Gearing, Friction Clutches,
Rope Sheaves, Link Belting,
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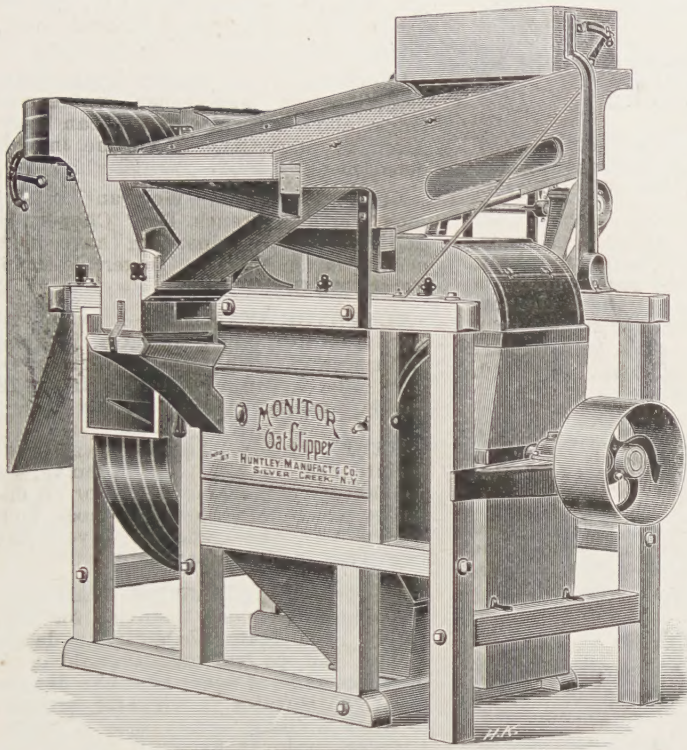
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Monitor Machines

Are All High-Grade.



IT MAY COST YOU A
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Monitor Oat Clipper

But you will have the satisfaction of knowing that you have the BEST, and when quality of work and durability is considered, by all odds the cheapest.

Monitor Oat Clippers and Monitor Cleaners...

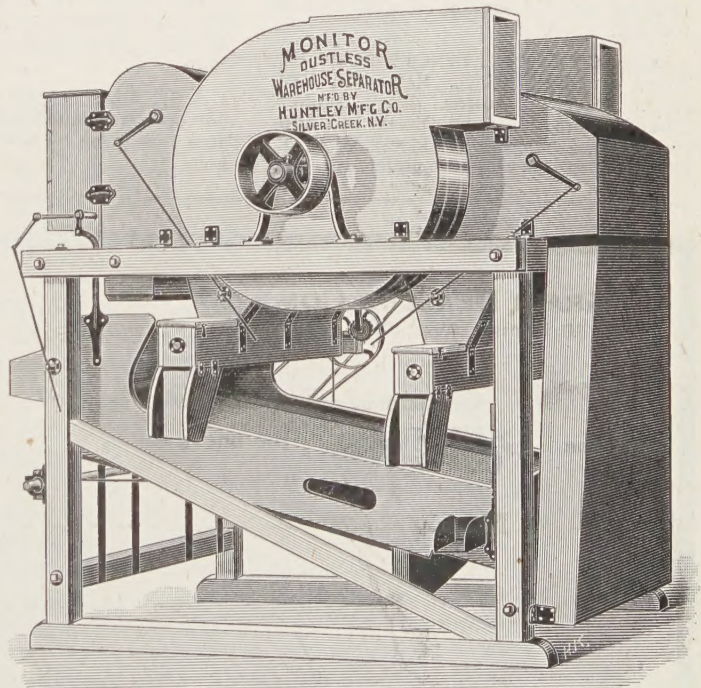
can be found in successful operation in nearly all of the leading cleaning elevators in this country.

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OAT CLIPPERS,
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THE GAS AND GASOLINE ENGINE, an instructive and reference book for users and buyers. Price \$1.50. Norman Hubbard, 268 Sheffield Av., Chicago.

GRAIN CLEANERS, engines and machinery not in use, which are in your way and increase the fire hazard of your plant, can be sold by advertising them in this column.

ELEVATOR ON WABASH, in Piatt Co., Ill., for sale. Perfect condition, gasoline engine, price \$2,650.. Territory rich and fully cultivated. I. H. French & Co., Champaign, Ill.

LINE OF ELEVATORS for sale. We have a line of elevators and a first class cleaning house in Iowa, which must be sold together. Price \$75,000. F. J. Fox. Box 6, Grain Dealers Journal, Chicago, Ill.

FEED ROLLS; SCALES.—3 three-high Feed Rolls, 1 600-bushel and 3 60-bushel Hopper Scales at a bargain; all kinds of mill machinery. S. G. Neidhart, 110 Fifth Ave., S. Minneapolis, Minn.

AN ELEVATOR NEAR Decatur, Ill., capacity 4,000 bushels, 15 h. p. gasoline engine, has sheller, screen fan, feed mill, and two dumps, for sale cheap. Address U. J., Box 10, Grain Dealers Journal.

ELEVATOR IN ILLINOIS on the Big Four, capacity 10,000. New and well built. Electric power. Has sheller, ground dump, platform scales and hopper scales, a bargain. Address B. M. J., Box 10, Grain Dealers Journal.

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One Power Grain Shovel.

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WANTED.

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POSITION as helper in country elevator wanted. Two years' experience. Married. Can furnish references. F. R. Fredericks, Box 6, Grain Dealers Journal, Chicago.

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SITUATION as buyer, superintendent, foreman, bookkeeper, engineer or helper about a grain elevator, can be secured by advertising for same in this department.

BURR WANTED.—We want a 20-inch Vertical French Burr Choper, in good condition. Must not have been used over one year. Hager & Harp, Versailles, Ohio.

ELEVATOR WANTED.—I want to lease a well-equipped elevator, in good grain section, with view to buying. O. S. M., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

HELP! If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer, make it known to those connected with the trade by advertising your want in this department.

COUNTRY ELEVATORS WANTED.—We have frequent inquiries for elevators from grain dealers who desire to buy, and we feel that it would be to the advantage of every one who desires to sell an elevator to list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. F. R. S., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

FOR RENT.

TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

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Pullman Tourist Cars for first and second-class passengers leave Chicago every Saturday at 2 p. m. via the Chicago, Milwaukee & St. Paul Railway to Kansas City, thence to California via the Atchison, Topeka & Santa Fe Railway—a real Sunshine Route.

This is the earliest afternoon train leaving Chicago for the West after arrival of morning trains from the East, thus avoiding tedious delay.

The Sunshine Route is essentially the best and most patronized through-car line for men, women and children. Every attention paid to the needs of passengers en route.

Send for a Sunshine Route time-table folder. It costs nothing.

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GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.

BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., DECEMBER 10, 1898.

A poorly coopered car can be depended upon to spill part of its load along the way.

The Kansas Grain Dealers' Association will hold its annual meeting early in January.

If you wish to prevent dust explosions put in an up-to-date dust collecting system and keep the elevator clean.

The regular dealer who neglects to make use of his association when he gets into trouble is not in a position to kick on the benefits.

Grain carriers can prevent much of the trouble now arising from shortages in grain shipments by keeping their cars well lined and supplied with well fitting doors.

Much of the corn of the Ohio valley is so very poor that it will pay well to hire boys to pick out the bad ears. Their removal will surely raise the grade of the remainder.

The oatmeal trust and the linseed oil trust have each encountered a storm while speculating in raw products for future delivery, yet neither seems able to stay out of the market.

An increase in the contract grades at Chicago will make it easier for the Bears. It will also increase stocks, depress the markets and add a discouraging factor to the Bull's life.

The Buffalo elevator pool has made less money this season than ever before and its revenues may be expected to diminish until its old worn out shanties are displaced by up-to-date elevators.

High bids or quotations of strange dealers or receivers should not be accepted too readily. It is safer and more profitable to investigate the standing of the new correspondent before any shipments are made.

An oats shipper complains that buyers in the Southeastern states dock his shipments unreasonably when the oats are the least bit stained. By bleaching his

oats with sulphur fumes he can command a premium for his oats.

Organization is doing much for the country shippers yet the receivers and shippers of Chicago do not seem to be disposed to keep their association alive. If properly managed and well supported, the association could be made of much benefit to the trade.

At last bucket shop keepers have been convicted and sentenced to pay fine and imprisonment for using the United States mails to carry on a scheme to defraud patrons in bucket shop deals. Without the use of the mails the bucket shop keepers will find it very difficult to thrive.

Through error of the office cat it was stated in the last number, page 193, that "The rules of the Chicago Board of Trade specify that on all sales of grain for future delivery, 625 bushels shall be deemed a carload." The word "corn" was intended where the word "grain" appeared.

Every car should be well coopered before any grain is put into it. Placing a few thin boards across the doorway inside may keep the grain in the car until the shipper is able to slide the outside door into position, but can not be depended upon to keep the grain in after the car gets in motion.

It is about time for the trade to have its faith in the validity of all bills of lading again shaken by a number of forgeries. The extreme carelessness of station agents in giving blank bills to all comers not only provides the opportunity, but invites unprincipled men to take advantage of it and swindle credulous buyers.

Instead of a step toward uniform inspection rules the trade is again threatened with a new and independent inspection department and inspection rules at Superior, Wis. It will probably be some time before any progress is made toward the attainment of uniform rules, but the advantages are so apparent that it must be given a fair trial before the friends of uniform rules will let it drop.

The war is over, yet some of the internal revenue commissioners and congressmen with a special spite against the people seem determined to increase the internal revenues instead of decreasing them, as we naturally expect them to do. One commissioner wants Schedule A enlarged so as to provide that "Papers in nature of checks or otherwise, used as bank checks or orders for the payment of money, shall be taxable as checks." The commissioner who is working for this change evidently is

very anxious to levy a tax upon the country grain merchants' weigh tickets, although they do not provide for the payment of money.

The Nebraska Grain Dealers' Association added twelve new members to its already long list during the month of November. The regular dealers of the central west in particular seem to be impressed with the advantages and necessities of organizing. Others may suffer the abuses heaped upon them a while longer, but eventually all will be forced to take refuge within the pale of organization.

Judging from the experience of several Texas grain shippers, the great state of Mississippi has some laws designed primarily to assist grain buyers of that state in securing grain at their own price. It is a case of very bad laws or unprincipled buyers; probably both. However, the matter will be investigated by the Texas Grain Dealers' Association and the result reported in these columns soon.

By refusing to accept old, worn out cars shippers will give carriers much needed encouragement to keep their cars in repair. Shippers who have accepted worn out cars under protest have frequently been surprised by receiving payment in full of claim for shortage in shipment. The shipper who accepts poor cars without kicking vigorously can not expect the carrier to exercise great care in selecting cars for him.

Illinois and Wisconsin have laws prohibiting the bleaching and sale of grain which work an injustice to the elevator men and the grain growers of the state. If the elevator men were permitted to bleach stained grain they could obtain more for it, and hence could afford to pay more. It is doubtful if either law would stand a test of the Supreme Court. Outside elevator men have bleachers and naturally it gives them an advantage over those of Illinois and Wisconsin in the oats and barley trades.

The regular grain dealer and other regular merchants of country towns who pay taxes to support the local government, fire department, schools and other institutions, are rightfully entitled to some protection from irregular dealers who travel about buying or selling wherever they can and beating most persons they do business with. Such transient buyers do not help to build up a town's trade, and their tricks often bring the town and its merchants into disrepute with farmers who are unable to distinguish between the good and the bad. The irregular dealer has been taxed out of existence in several towns where the license scheme of the Grain Dealers Na-

tional Association has been enforced, and there is no reason why the same ordinance should not be enacted by every town afflicted with this class of parasites.

The country shipper who is not well equipped to mix grain before placing it in the car will profit by not attempting to do it there. His loader will generally do a poor job of mixing and the inspector will brand the load "plugged" and give the grain the grade of the poorest grain car contains. This happens frequently and costs shippers dearly. An elevator well equipped with cleaners and scourers will enable a shipper to indulge in mixing with profit, but he can not do the work with a shovel.

The Nebraska Grain Dealers' Association is attempting to establish a crop bureau, which will collect reports of crop conditions from its many members, compile the report and issue it to members only. As the state compiles no reports of this character they will, if all the grain dealers contribute to them, be of great value to the members of the association. The proposition opens the way for a new association benefit; it remains for the members to say whether they appreciate it or not.

The Kansas City Board of Trade has decided by a vote of its members to prohibit the sending of paid telegrams by members to country grain shippers advising them of the market. It seems that some shippers imposed upon the receivers and often sent the same request to a number of receivers on the same day. The receivers naturally became weary of spending their money uselessly, so took this plan to stop it. Now if shippers want markets by wire they must bear the expense of transmission. Another case of riding a good horse to death.

Weevil will always make the storing of grain from season to season a precarious undertaking in the Southern states, and in some of the Northern states, too, if a more vigilant effort is not made to eradicate the pest. They seem to have done more damage to grain in the field this season than ever before, due probably to the open season. Grain infested with weevil will not grade until the weevil have been removed. This can be done by placing the grain intended for shipment in an airtight bin, covering it and subjecting it to a thorough treatment of bisulphide of carbon. This will kill all the weevil which can then be readily removed by running the grain through a fanning mill. The expense is small, while the increase in the market value of the grain will vary from 5 to 20 cents a

bushel. We would like to hear from those who have tried this plan.

The Dallas Morning News, of Dallas, Tex., recently contained the following ad. in its "for sale" column: "SHUCKS for sale at 10c per bale (about 70 lbs.). Arbuckle Bros.' Elevator." Northern grain dealers may wonder what an elevator man is doing with shucks and how he becomes possessed of so many as to make a business of baling them for sale. The corn growers of Oklahoma and Texas gather and sell their corn in the shucks, and that all powerful bugbear—competition—has led many of the grain dealers of that section to accept 72 pounds of shucks, stalks and corn as a bushel. One dealer who shells such corn in transit says he has already bought three extra cars of corn to make good the shrinkage. Unless a large profit is made certain by the payment of a low price, the shrinkage will more than absorb it. The law governing the weight of a bushel of ear corn should be changed, for the farmer can not be expected to change his practice.

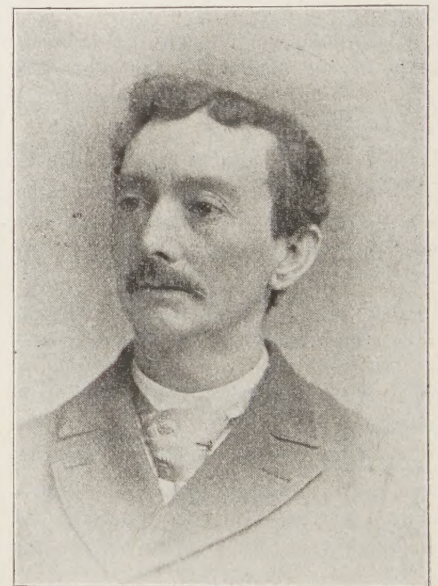
The investigation of shortages at Galveston by the Texas Grain Dealers' Association brought to light the fact that the shippers themselves were more to blame than the terminal handlers. Until the shippers cooper their cars with greater care they will not be in a position to censure the terminal handlers. When good new grain doors are hanging to the under side of the roof of a car it is folly to place a couple 2x12-inch planks across the doorway. Boards placed loosely across the doorway, whether at the top or bottom, will invariably work loose, it matters not how much grain is piled against them. Mortised boards held firmly together by pieces nailed across inside near ends, at a right angle, and a third strip running across diagonally for a door which will not bulge nor permit grain to leak out between the boards. The outside door is not designed to keep grain in, but to keep rain and thieves out of the cars, so if the car is loaded above the door, its swaying and jarring is sure to cause much of the grain to spill.

The Texas Grain Dealers' Association is the youngest of the trade's organizations, yet within its short life it has attained a vigorous growth and done much to advance the common interests of the regular dealers of the state. Its recent meeting at Galveston was well attended, and all present took an active interest in the proceedings of the meetings, as well as in the enjoyable entertainments provided by the hospitable people of Galveston, who seemed determined to break all records at entertain-

ing visitors. The reports of committees and officers showed that much effective work had already been done, and gave members a taste of the many good things which are in store for them. The association has handled the shortage and insurance problems with remarkable shrewdness and energy, and other difficulties which exist or arise will surely receive similar treatment. If the regular dealers of the state show a proper appreciation of the work done, and express a desire to share in the benefits, the venerable secretary, instead of lying awake nights thinking of ways to increase the membership, will be worrying over "How on earth am I going to find room for all applicants?"

F. H. MEALIFF, CHICAGO.

The discoverer of the oat clipper, and the first to improve the old time barley bleacher and use it for bleaching stained oats was one and the same person—F. H. Mealiff, who has been identified with the oat clipping business from its start. Mr. Mealiff was born in



F. H. Mealiff of Chicago, Ill.

Wisconsin in 1848. His parents dying while he was but a child, he went to live with his guardian in northern Illinois. He was sent to college several years and afterwards attended school in Chicago.

Mr. Mealiff has been in the grain trade on his own account and with others since 1865. He started in the business with his guardian, A. Conway, at Lena, Ill., in 1868, and as Mr. Mealiff puts it, they, like most of the country grain dealers, tried to see who could pay the highest price for grain, consequently at the end of sixteen years he left Lena with less money than when he started.

In 1884 he started in the oat clipping business in Chicago and has followed it ever since, operating during that time the old Commercial Elevator, the cleaning elevator at Blue Island, the Johnson Elevator at 46th and the Wabash tracks, the Grand Crossing ele-

vator and the Michigan Central transfer and clipping elevators, which he continues to operate. With his long experience in the business Mr. Mealiff is surely well-fitted to manage the large clipping and transfer plant he now operates.

DISCOVERY OF THE OAT CLIPPER; GROWTH OF THE OAT CLIPPING BUSINESS.

The discovery of the method or process of clipping oats, like many other discoveries, was made by accident, by an obscure country elevator man of Northern Illinois, while using a wheat scourer to scour his barley. The discovery



OFFICE OF
F. H. Mealiff & Co.,
(Successors to P. H. KAUFFMAN, and P. H. KAUFFMAN & CO.)
GRAIN DEALERS,
Lena, Illinois, *Oct 31 1882*

covery was made by none other than F. H. Mealiff, of Chicago, who now operates the Michigan Central transfer and clipping elevators at Kensington. At the time of the discovery Mr. Mealiff was operating the elevator at Lena, Ill., which is shown by the reproduction of one of his old letterheads on this page. In an interview recently, the father of the oat clipping business said:

"In 1882, while engaged in the grain business at Lena, Ill., I bought a No. 2 Morgan Scourer of Mr. Morgan, the inventor of that famous machine. I bought the scourer to scour barley with. The barley the farmers brought to market contained a large percentage of

of Providence, R. I., wired me: 'Can you furnish more oats like car shipped to Kerley?'

"I soon had other orders, and the demand quickly outgrew my facilities to supply. The oats brought to Lena then did not exceed two or three cars a week. In order to meet the growing demand for these oats, I came to Chicago and formed a partnership with John S. Carpenter in the old Commercial Warehouse at the foot of West Washington street. We put in two No. 4 Morgan scourers, which were the largest made at that time. While operating this house we allowed no one to see the machines or to learn of our methods. We exhibited samples on

sixth street and Wabash tracks, I charged Frank Marshall 1½ cents a bushel for clipping oats, and he stood the shrinkage; today I am charging him ½ cent for the same work, and he stands the shrinkage.

"In 1884 I tried to get a patent on the process or method of clipping oats, but the commissioner of patents refused to grant it. If I had succeeded in getting a patent on the process, I would not be clipping oats at present, but would be clipping coupons."

The oat clipping business has had a greater growth in and about Chicago than in any other part of the country. More than twenty-five of Chicago's elevators are well equipped for clipping oats, and many others are to be found at near-by points. However, the business is rapidly spreading to the country elevators, and many of the country elevators of the oats-growing districts are now equipped with oat clippers.

LETTERS FROM THE TRADE

CONTRACT FORM FOR BUYING FARMERS' GRAIN.

Grain Dealers Journal:—I send herewith the form of contract I use in contracting with farmers for the future delivery of grain bought from them. I have these contracts bound 100 in a book. Each leaf is made up of what is virtually two contracts. The one I sign I give to the farmer and the other the farmer signs and I keep it in the book. I find them handy and easy to fill out.

I think that every buyer should, for the protection of himself and those he sells to, use some form of written contract in buying grain from the farmer. I will be pleased to see other forms of

Straight Creek, Kansas,.....189..

I have this day sold.....bushels.....Corn to
J. R. DAGUE, which I agree to deliver at Straight Creek,
Kansas, on or before.....
Said grain to be of good quality and in dry condition. Purchase price of above grain to be.....cents per bushel.

Straight Creek, Kansas,.....189..

I have this day bought.....bushels.....Corn of
.....which he agrees to deliver at
Straight Creek, Kansas, on or before.....
Said grain to be of good quality and in dry condition, for
which I agree to pay him.....cents per bushel.

oats. I noticed that while the scourer improved the barley, it made even a greater improvement in the oats. I then commenced experimenting with the machine on oats alone. I increased the speed of the cylinder about 100 revolutions per minute and found that I could raise the test weight of the oats 6 to 8 pounds per bushel.

"I sent some samples of the oats to Chicago, but could get no premium for them. I was at the time selling natural oats to parties in New Haven, Conn., and sent a sample to them. At once I received a wire from John Kerley, of that city, asking me to 'quote prices on fancy heavy oats like sample.' They were not known as clipped oats at that time. Mr. Kerley immediately wired order for one car. This was the first car of clipped oats ever shipped. Upon the arrival of the car in New Haven the traveling man for S. S. Sprague & Co.,

"Mr. Sanborn made no attempt to protect the secret and many elevator men were soon competing for the clipped oats trade. Some of the elevator men were so anxious to learn of the method of manufacturing clipped oats that they made themselves ridiculous by advertising for information as to whether or not such a machine as an oat clipper was made. In the early years of the business frequent attempts were made to bribe those guarding the secret, but without avail; even the makers of the machines were not aware of the use they were put to.

"In 1882 the sales of clipped oats amounted to about 100 cars a year, but as soon as the secret of manufacture got out the business increased rapidly, until today 90 per cent of the oats shipped out of Chicago are clipped oats.

"In 1887, while I was running the old Johnson Elevator at Forty-

contracts in the Grain Dealers Journal. Very respectfully, J. R. Dague, Straight Creek, Kan.

A GOOD GRAIN CONTRACT.

Grain Dealers Journal:—You invite all grain men to send sample contracts or bill of sale they use in buying grain. I enclose sample of one I have used for three years with the best of success. There are two special features incorporated in it which I believe are very good, the first being, "I have this day sold," and the second the latter part of the contract showing they have the grain free from any incumbrance. The first clause bars any attachment being placed on the grain after advancing money, and the second lays the party liable in a criminal way. I always feel safe in advancing money to almost anyone under this form, have never had any trouble with anyone, and have done

business with a number that are considered very risky.—A. R. Mead, Linden, Ia.

DETERMINED TO RULE OR RUIN.

Grain Dealers Journal:—We have found a card which shows that the con-

\$..... IOWA,.....189..

I have this day sold to A. R. MEAD,.....bushels good merchantable

.....at.....cents per bushel of.....pounds each, which.....

I hereby agree to deliver to said A. R. MEAD'S.....in.....

on or before the.....day of.....189.. The receipt of.....dollars

is hereby acknowledged.

For the purpose of obtaining the said above amount of money I do hereby represent to the said A. R. MEAD, that I have now in my possession said above amount of..... free from all incumbrance. Reasonable deduction to be made for dirt or seeds.

No.....

A Good Grain Contract.

ditions existing in the grain trade at Stanford, Ill., are anything but pleasant and will surely result in benefit to no one in the long run. The card reads as follows:

C. F. STUBBLEFIELD.

G. E. HINER.

Stubblefield & Hiner, Grain Merchants,

STANFORD, ILL.

By competition we can usually make Grain Merchants pay any Farmer from 2 to 4 cents per bushel more for grain.

When ready to sell quote us prices you are bid and we will do the rest.

Terms one-half the advance.

The new firm which is trying to do business in Stanford, or, rather, trying to prevent any legitimate grain dealer from doing business, has no facilities whatever for handling grain, not even scales to weigh it on. Yet they claim to be regular grain merchants. If they continue their present policy, it is not likely they will be able to get any grain very long, else their capital will be exhausted. Their card clearly shows that they are in the business, not to get grain for themselves, but to make trouble for the regular grain merchants.

Surely no terminal track buyer or grain receiver who desires the business and good will of regular grain merchants will have anything to do with the firm that openly shows a disposition to make trouble for the trade. If they declare it their intention to make trouble for the regular country grain buyers there is no good reason for believing that they will not also go out of their way to make trouble for the grain receivers and track buyers.

If any one connected with the trade can give any good reasons why men who jump into the market now and then, for the declared purpose of making trouble for others, are entitled to any consideration or respect from those regularly engaged in the business we would like to know it. As yet we have not been able to learn of one person who could give one reason why these trouble makers should be tolerated.—W. & Co.

John S. Swan has entered the grain business at Bethel, Me.

COUNTRY ELEVATORS—Continued.

By W. L. B.

In figures 4 I show an elevator in which the dump is dispensed with, the corn being shoveled directly into a hopper over the sheller. The wagon is not unloaded as quickly as with a dump, yet practi-

emptying itself, requires a high driveway. It is seldom we see one high enough to give the hopping the necessary fall.

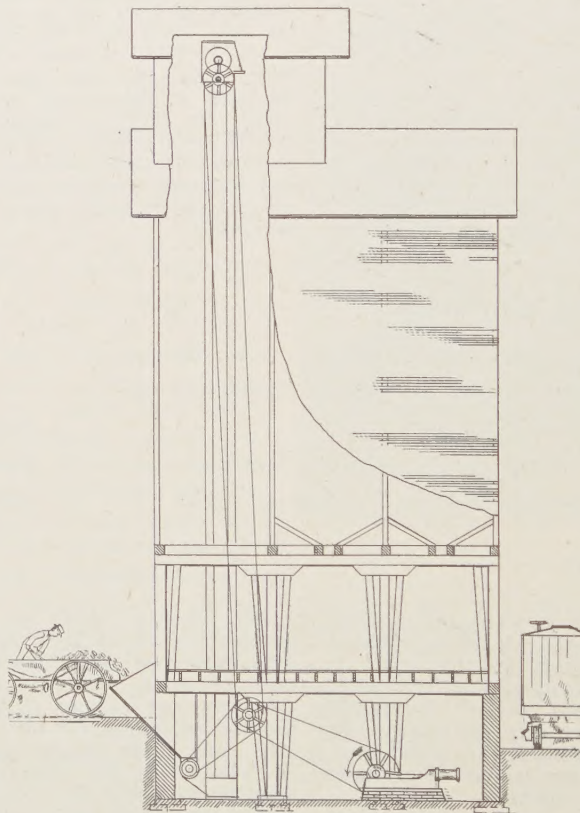
The above objection is somewhat overcome by using the hoist dump, which does not take up any of the room under the driveway, but raises the front of the wagon instead of dropping the back. Such a dump is shown in Fig. 5. In figure 6 is shown an arrangement by which the same dump is used for depositing the grain in different sinks. This is done by unhooking the pulley blocks A, and hooking them on at the points B, C, D, which will bring the wagon in position to drop the load into the corresponding sinks underneath.

When the grain to be handled is wheat it is not necessary to make the driveway so high. Whenever I have seen a wagon dump of either type, I have always enquired of its user which dump he preferred, and have invariably received the answer that the kind he was using was the better of the two. From this I conclude that the users of this simple, although very necessary, apparatus are easily satisfied. However, I have heard the complaint that the hoist dump took too long to raise the wagon, or that it was too hard to raise.

In the first case the windlass was geared so that it took a great many turns of the crank to raise the wagon, consequently it was easy to raise; in

cally the arrangement is almost as good, for the following reasons:

First: When corn is dumped into a sink, even if directly connected with the sheller, it is hardly practical to arrange it so as to make the sheller feed automatically, and a hand for this purpose is usually required. While if shoveled di-



Country Elevators. Fig. 4.

rectly on to the sheller it will require no additional feeding.

Second: Because the time required to shovel the corn out at the back end of the wagon is comparatively short, and when the wagon is unloaded the corn is all shelled. This arrangement requires no expensive driveway, with corresponding dump and sinks. In order to get a sink of reasonable size under the dump and hopped to one point with sufficient slant to insure the sink

the latter case the windlass was geared so that a few turns of the crank raised the wagon, consequently it was correspondingly harder to raise.

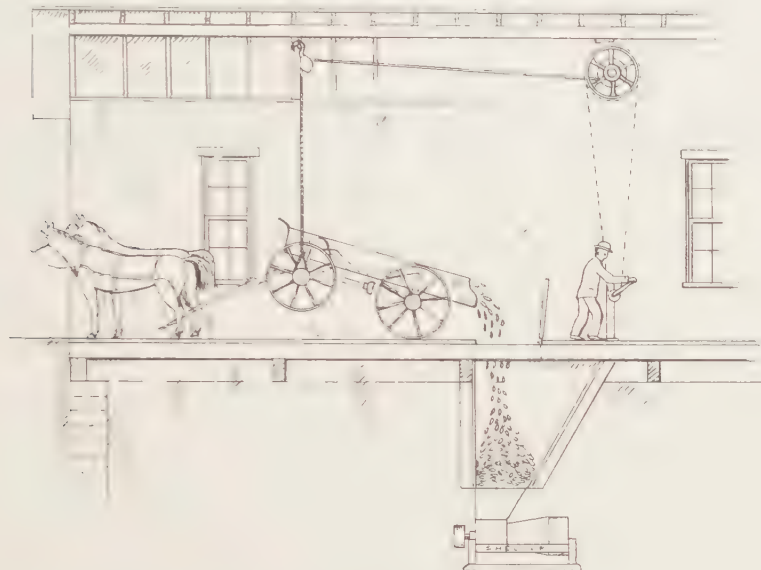
This is a matter that is hard to explain to the average grain dealer, and I have been told by one about to put in a dump of this kind, that he wanted one that would raise the wagon both quicker and easier. This of course is impossible, for by no system of gears can we raise a heavy weight easier, except

at the expense of time, or quicker, except by the application of more power to the crank. However, I have a design for a hoist dump to overcome these objections, which will be given in a future article.

ASKED AND ANSWERED

HOW CAN COBS BE SEPARATED FROM SHUCKS?

The farmers insist upon marketing their corn in shucks and as we are unable to separate the shucks from the cobs, we can sell neither. How can the shucks be separated from the cobs? If I can make the separation cheaply I can



Country Elevators. Fig. 5.

afford to do it and sell the cobs. Can it be done with a fan? If so, how should it be arranged. O. P. L., Texas.

GASOLINE ENGINES FOR ELEVATORS.

Grain Dealers Journal.—We would like very much to have grain dealers who have used gasoline engines; those who have discarded them, as well as those who have endorsed them, give us some information regarding their use, and whether or not they find a gasoline engine entirely satisfactory.

We have been thinking of adopting this kind of power at two of our elevators, our boilers having given out. Instead of replacing the old boilers with new ones we think it might be well to put in gasoline engines.

As yet we have made but little inquiry, but have been informed that there is a great deal of difference in the cost of engines of different makes but of like capacity. We have also been told that the cheaper engines are preferable, as they are simpler and require less repairs, as well as give as much horse power with the same consumption of gasoline as the more expensive ones. We wish to learn the experience of those who have used them. We will need a 16 to 20 horse power engine at each of our elevators.

Any information readers of the Journal will give us on this subject will be thankfully received. P. B. G. C.

We submitted the question to a number of grain dealers who are using gas-

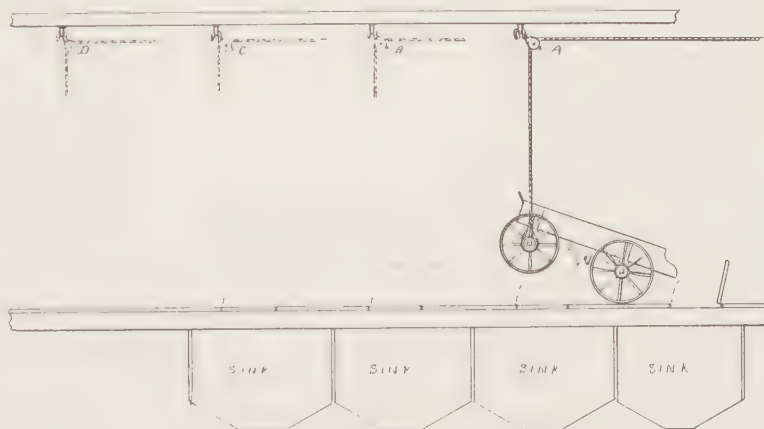
oline engines in their elevators and received the following replies:

The Jay Grain Co., St. Marys, O.: We are using six gas engines and find them very satisfactory and economical both in the matter of fuel and repairs. We believe a 20 h. p. engine costs about \$325. We are using a 75 h. p. gas engine in our flouring mill at Mulberry, Ind., and it is giving good satisfaction.

The Northern Iowa Grain Co., Sioux Rapids, Ia.: Our experience is only with gasoline engines of small capacity, our largest engine being a 10 h. p. We are satisfied with the work they do, and have used them since 1893. We find, however, that they will not run any better or last any longer than a steam engine, but will give as good satisfaction.

get about a 5 h. p. engine, in doing this we get a great deal more power than we need, but the engine runs more satisfactorily and uses less oil. We have recently built seven new elevators, ranging in capacity from 15,000 to 35,000 bushels, in each of which we use a 12 h. p. gasoline engine, this gives us power enough to run a sheller and cleaner of about 400 bushel capacity per hour, besides elevating and caring for our grain. A mistake a good many dealers make is not setting up their engines on a good firm foundation, we have all our gasoline engines set on just as good a foundation as would be used in setting up a steam engine, as we find this helps the running of the engine wonderfully. As fast as our steam boilers or engines give out we supplant them with gasoline engines, and think it is the only and best power for country elevators. When there is no business there is no expense, it is no trouble to start them, and when they are once going they are no bother whatever, they save the help of an extra man, and we think it is the cheapest power we can find.

Clutter & Long, Lima, O.: Where we have natural gas, other power is not in it with gas engines. At one of our stations, where the natural gas has about given out, we will put in a steam engine, as we would find gasoline an expensive fuel, while giving away the cobs. At another of our stations we use an 8 h. p. gasoline engine for operating elevator, grinder, etc., but can find no profit in buying gasoline for fuel, when we have to grind feed for the farmers at 4 cents per bushel. A small house, which would require two men to operate it, if steam were used, can be operated by one man by using a gasoline engine. When we bought our engines some four years ago, we investigated the different makes carefully, and finally selected a medium priced engine that was solidly and substantially made, with as few parts and as simple as any. We have found it necessary to have the capacity of the engine one-third more than we expect to use regularly. To have the engine work to full capacity



Country Elevators. Fig. 6.

St. Paul & Kansas City Grain Co., Minneapolis, Minn.: Within the last three years we have installed gasoline engines in about twenty-five of our elevators, which were operated by both horse and steam power. Our first experience with a gasoline engine was not very satisfactory, but the fault lay with us, not with the engine, as we installed too small an engine to do the work. Experience has taught us that where we use two horses to elevate with, we must

makes them more liable to strain, and then they need much more attention and repair. Gasoline engines should be well taken care of and kept in good condition, and because they run smoothly for days without any attention, other than starting, stopping and oiling, do not think they always will, unless you give them care and attention.

W. C. Moore, Lincoln, Neb. I would recommend a gasoline engine for a small power. If you run a sheller in

connection with your elevator and require 10 or more h. p., by all means use steam, for gasoline costs money, fuel for the steam engine does not cost anything, as the cobs and cleanings furnish more than enough fuel to run the engine.

Studebaker, Sale & Co., Bluffton, Ind.: We think there is no power in use at present that approaches the gas engine for country elevator work; we have had some experience that has been very satisfactory. We put a 25 h. p. engine in our elevator at Markle, Ind., in 1890; it has done all the work we had for it, and gives better service now than the first year we used it, because we know how to run it. It is apparently as good as new, with the exception of the piston rings. It has saved us in fuel and engineer's wages more than twice its cost. We also have a 5 h. p. engine running our clover and timothy seed mills, which require very steady power to do perfect work; it has met our needs in every respect and seems to be perfect in every part. We do not have the slightest trouble with it. We also have had some experience with the cheaper grade of gas engines mentioned by the inquirer, as recommended to be as good as the high priced. We have had two of that kind, which gave us more trouble than the price of two engines of their size and we finally threw both of them out. In the light of our experience would say that the highest priced engines are the cheapest to the user. The assertion that the cheaper engines are more simple is not correct, as the simplest engine that we know of in all its parts is one of the most expensive in the market. Buy a gas engine, and buy the best you can find in the country, backed by the best guarantee, regardless of the price and you will not regret it.

James Bell, Minto, N. D.: Regarding gasoline engines, my experience is that if you have a good one it is cheaper and better in every way for elevator power than steam. The first gasoline engine I had was a 20 h. p., it was one of the cheap engines, poorly finished, cheap material, and gave about three-quarters of the power it was rated, it never ran more than two weeks at a time without something breaking, wearing out or going wrong about it. I used it about three years and it cost me more for repairs, extra gasoline it took to run it and loss of time through breakdowns, than the highest priced gasoline engine on the market today, and this does not include what I paid for the engine originally. About a year ago I put in a 15 h. p. gasoline engine of another make, which, besides elevating all our grain, runs a roller feed mill, with a capacity of 50 bushels per hour, gives us as steady a power as any steam engine, and does not use above one gallon of gasoline per h. p. for every ten hours' run. This engine has not cost one cent of repairs since I have had it, and I do not think will need any for a long time to come. The great advantage of a gasoline engine is the saving of labor and its safety from fire, for with ordinary care there is not the least chance of having a fire start from a good gasoline engine.

The next annual meeting of the Kansas Grain Dealers' Association will be held in Topeka, Kan., Jan. 10-11, 1899. The program of this meeting will be published in our Dec. 25 issue.

RULES FOR BUSINESS FOR GRAIN DEALERS.

The average country grain dealer usually establishes his rules of business by practice, but often has so very many exceptions to the general rule, that even he often finds it difficult to determine which is the rule and which the exception. The best methods of conducting the business often make much trouble, not only for the grain dealer, but for those who patronize him.

The clearer understanding both dealer and farmer have of his method of doing business the fewer opportunities will there be for misunderstandings and disagreements. Hence, it must be admitted a good practice to have printed rules of business posted about the elevator, office, dumps and other places where farmers can readily see same. It

TRANSPORTATION

The demand for grain cars with all roads continues.

It is said that eastern freight rates will be restored January 1.

The through rate on wheat from Chicago to Liverpool is 18½¢ per bushel.

The C., B. & Q. Ry. Co. has ordered 600 new box cars, with a capacity of 60,000 pounds each.

A great deal of American grain at the present time is moving eastward by the Canadian route.

There is some talk of making Kansas City, Mo., the basing point on grain shipments to the Atlantic seaboard.

On November 25 there were 166 ocean craft at the Atlantic seaboard under charter to load and sail before January

Rules of Business.

RULE 1. Delivering of Grain at the Elevator does not make a sale.

RULE 2. All Grain will be considered in store until price is agreed upon.

RULE 3. Storage and Insurance Free for 30 days.

RULE 4. After 30 days the Storage and Insurance will be one half cent per bushel per month.

RULE 5. No Grain held in store from March 1st to June 10th.

RULE 6. Grain found in store on March 1st will be settled for at Market Price That Day.

McCRAV & MORRISON.

will help to smooth the path of the dealer and often assist him in avoiding trouble with his patrons and help him to protect his own interests by maintaining uniform practice in dealing with his customers.

The rules, of course, are made for the protection of the elevator man, but they also, in a degree, serve to give protection to the farmers, as it enables them to secure a definite understanding regarding their dealings with the elevator man. It must be admitted a good practice and one which will encourage business.

An Indiana firm which operates 8 or 10 country elevators has established rules of business and printed them on heavy paper size 12x14 inches and have copies of same posted in prominent places about the elevators. We give the poster in full herewith. We will be pleased to hear from other dealers who have adopted a similar practice.

The official crop report of New South Wales states that the wheat crop for 1898 will be 1,590,000 bushels in excess of that of 1897, and there will be a surplus available for export of 2,250,000 bushels.

G. A. Stibbens, of Coburg, Ia., Secretary of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, writes us that this association will hold a general meeting at Creston, Ia., Wednesday, Dec. 28. Program will be given in Dec. 25 issue.

1. This represented a carrying capacity of 20,000,000 bushels of grain and is the amount they were chartered for.

The Southern Pacific has made a rate of \$9 per ton on flour from Salt Lake, Utah, to Hong Kong, and \$11 per ton to Manila.

East-bound shipments from Chicago of flour, grain and provisions for the week of November 26 amounted to 90,872 tons.

All-rail transportation lines have put into effect a rate of 13 cents on grain products from Milwaukee to the eastern seaboard.

On December 1 the Wisconsin Central announced a rate of 19c on grain products from Minneapolis to the Atlantic seaboard.

Southwestern Traffic Association lines have agreed to restore all freight rates to and from Texas points to normal tariff on December 10.

The O., R. & M. Co. will extend its line 140 miles from Wallula, Wash., to Lewiston, Idaho; this will give Idaho a new outlet for her grain.

During the month of November the Northern Pacific brought to Duluth 7,325 cars of wheat, as compared with 4,975 cars in November, 1897.

Vessels at New York harbor have been chartered to load grain in the future with the winter load line provision stricken from the agreement.

On account of the heavy movement of freight during the last few months, most of the roads have given out contracts for the construction of freight cars.

MEETING OF TEXAS GRAIN DEALERS.

The G. C. St. Fe, the M., K. & T. and the H. & T. C. railroads having granted free transportation for members of the Texas Grain Dealers Association to Galveston, in order that they might investigate the condition of grain and cars upon arrival and the methods of inspecting, unloading and weighing grain at the progressive gulf port, about fifty regular dealers arrived in that city on the evening of Dec. 4 and established headquarters at Hotel Grand.

MONDAY MORNING.

Monday morning the number was swelled to eighty, and when President Harrison called the meeting to order at 9:30 the room was well filled. Secretary Crenshaw explained the program outlined for the meeting.

C. F. Gribble, Sherman: I fully appreciate the entertainment outlined for us by the Galveston people. I, for one, came here more on a matter of business than anything else. I think it would be advisable to hold a meeting tonight. As chairman of the Transportation Committee I favor a meeting tonight to consider the freight rate muddle. Many of our shippers have been caught with contracts on hand, which if filled while the new freight rates are in force will cause them a loss.

President Harrison, Sherman: Don't run away. Stay here and let us have meetings tomorrow and Wednesday. I wish to introduce C. McD. Robinson, chief grain inspector for Galveston, who has a few words to say to you before we adjourn to the yards to investigate the condition of grain laden cars upon arrival.

Mr. Robinson: Gentlemen, I am glad to meet you all, and will say that I will be pleased to show you everything connected with the inspection department.

The convention then adjourned to the yards adjacent to elevator A, where a number of cars, poorly coopered and leaking badly, were found. Colored men with sacks and cold chisels were also found at work in some empty cars cleaning out grain which had been left by the unloaders. The colored men, by tearing off the lining and removing grain from ledges, cracks and corners, were able to collect considerable grain. They claimed to be able to get two to eight bushels from a car. After inspecting a number of cars in bad condition the dealers inspected elevators A and B and returned to the hotel. A report on the condition of cars, numbers, initials and kinds of grain, together with views of car doors, will be given in the next number of the Grain Dealers Journal.

MONDAY EVENING.

President Harrison called the meeting to order at six o'clock and congratulated them on getting together so promptly.

Eugene Early, Waco: The attorney of the road—the members of the Transportation Committee called upon him today—was of the opinion that the decision of Judge McCormick left the roads no option but to enforce the commission rates in force prior to 1894. The only way out of the difficulty is to call upon Judge McCormick and induce him to issue a supplementary de-

cision giving the railroads power to extend the time for the enforcement of the injunction to Jan. 1.

R. W. Flournoy of Ft. Worth, the association's attorney, said: I do not exactly understand the position of the railroad people. This same question came before Judge McCormick in 1892. The question involved then and now is the same. That the operation of the roads under the rates established by the commission could not pay indebtedness and running expenses. They maintain that the rates were unreasonably low. The same point was passed upon by Judge McCormick and the United States Supreme Court before. The Supreme Court has never decided that rates cannot be made by the people acting through a commission. The railroads claimed that the commission had placed the valuation of the roads too low, and that while they could make 6 per cent on that amount they could not make 6 per cent on the real value, which they claim is twice the commissioners' valuation. If the commission's valuation is correct, the earnings are sufficient. The decision of the court does not deny the commission the right to issue a new schedule of rates. The commission has the right to issue a new schedule. If the railroads do not like it they can apply for another injunction. The main and only question involved was that the commission's rates were unreasonably low; it is a matter of fact, not one of law. The commission is convinced that it is right and proposes to fight the matter to the highest court. The supreme court has not denied the state the right to make rates, but it has denied the state the right to make rates so low as to prevent the railroads making running expenses, interest on bonds and investment. I am perfectly willing to go to Judge McCormick and petition him to extend the time for the enforcement of the injunction. The commission will have nothing further to do with the rates. If the Galveston Wharf Co. will endorse the petition for an extension it will help obtain it.

A. S. Lewis, Weatherford: If the railroads can afford to carry grain from Kansas City to Galveston for 15 cents without injuring the interests of the bondholders, they can surely carry grain to Galveston for Texas shippers at 12 cents for fifteen days.

E. H. McClure, Dallas: If a railroad has unfilled orders for cars at the time the change goes into effect, can it be required to fill the order and carry the grain at the old rate?

Mr. Flournoy: The point raised by the gentleman is one that must be settled by the railroads. If they are willing to fill their orders at the old rates they can do so.

J. H. Hawley, general agent for the I. & G. N. Ry.: Rates on grain have been unreasonably low. Our road will not enter any objection to a suspension of the decree for a short time. We do not wish to force a loss upon the grain shippers, but of course we could not afford to be a party to a petition for a change in the decree. I do not apprehend that the I. & G. T. will do anything to interfere with the action you desire. If a station agent quotes a rate to a shipper he does not contract for the railroad to carry grain at that rate. It is the rate then, and if the grain is presented then

the shipper will be entitled to that rate. By agreement the grain might be carried at the rate ruling at the time cars are ordered. If you contract with a carrier to move a 100,000 bushels of grain to Liverpool, they will carry it according to contract. It is our understanding that the injunction of the court cancels all rates enforced since August 10, 1894. We wish to avoid a rate war. We are a competing port with New Orleans and the North Atlantic ports. We are not ready to turn the great business we have been carrying over to our competitors. It takes some time to readjust the rates to conform to the business needs of the present. We want to have a reasonable time to prepare and promulgate a rate which will be fair to all.

A. S. Lewis: As I understand it, the railroads can make any rates they wish, and take the '94 rates only as a basing point.

President Harrison: We have much other business, and I think it would be well to take up other matters now. The committee on insurance is ready to report.

J. T. Stark, Plano: I have corresponded with several state agents and they seem to think we should not ask for a reduction in rates now, because they have suffered heavy losses this year and because they voluntarily granted us a reduction of 33 1-3 per cent six months ago. I think the remedies at hand are to organize a mutual fire insurance company of our own or place all our insurance with a company which will give us the lowest rate.

H. B. Dorsey, Weatherford: I have talked with R. D. Gribble of Houston, who is with us to-day, and he is confident we can get lower rates by pledging our insurance to one company. I went to Secretary Crenshaw and requested him to find out the average amount of insurance carried by the members of this association. He did this, and I have communicated with Mr. Shumar at Dallas. This circular gives a resolution showing that the lumbermen of the state reduced the rate in first-class cities to 1 per cent, and in second-class cities, that is, towns without fire protection, to 1 1/4 per cent. Mr. Dorsey also read a communication from the Millers' National Insurance Company of Chicago, in which it offered to carry the property of Texas grain dealers on the mutual plan. I think that if all our members will agree to place their insurance with any certain company I feel certain we will get a material reduction.

R. D. Gribble, Houston: The lumbermen have secured insurance at a lower rate by pledging a stipulated amount of insurance to the German. At first we pledged but \$1,000,000, and got a low rate. It took but \$5,000 on a risk at first, but now it will take \$15,000 on a risk.

J. T. Stark: The amount of the insurance desired by dealers depends upon the quality of the oats and will vary much with the different seasons. I feel certain we can get a reduction of 25 per cent in the rate if we will give our business to one good company.

J. A. Hughes, Howe: I move that the Transportation Committee be instructed to prepare a petition and forward same to the traffic managers of the railroads doing business in the state to extend the

time for the enforcement of the injunction. Carried.

C. F. Gribble, Sherman: I wish to call your attention to a growing abuse. Pittman & Harrison sold a carload of Texas seed oats to J. T. Neeley, Hazelhurst, Miss., for 37 cents delivered. The buyer first refused to honor draft because the shipper did not draw through bank designated. The next day the buyer paid the draft and freight and surrendered bill of lading. Buyer wrote Pittman & Harrison that "Upon opening car found oats badly stained and rotten. Sold same out on open market at 25 cents, garnisheed bank for difference." These oats were standard Texas red rust proof seed oats, re-cleaned, absolutely sound and fit for seed. The same day that Pittman & Harrison's carload of oats arrived in Hazelhurst, C. F. Gribble & Co. had one arrive in the same town. We sold one car standard Texas rust proof seed oats at 37½¢ to the Hazelhurst Grocery Co. The buyer paid draft and freight, and the same day wired C. F. G. & Co.: "Oats not fit for planting. Answer." At once we wired: "Guarantee oats good seed. Inspect fully; send sample." Next day buyer wired us: "Will attach money in bank and oats unless you wire us protection." We wired: "Will certainly protect you. If cannot make sale satisfactory to you will reimburse you and forward car to some other point. What rebate do you require to make sale satisfactory?" Receiving no reply the next day we wired: "Will you accept car oats? If not, will refund invoicing and freight and forward car to some other point? Answer." The next day we received reply: "Oats sold in open market 20½ cents; garnisheed bank for difference. Law allowed only twenty-four hours for sale and attachment, and we had to act quickly." The sample taken from car and sent back by the Hazelhurst Grocery Co. shows the oats to be standard Texas red rust proof seed oats, sound and fit for either seed or feed. It may not surprise you to learn that the consignee of Pittman & Harrison's oats bought our oats in the open market, and the consignee of our oats bought P. & H. oats in the open market. We ask that Secretary Crenshaw be sent to Hazelhurst in the name of this association to see what he can do towards settling this matter. We will pay his expenses.

Upon motion Mr. Crenshaw was instructed to go.

J. A. Stephenson, Alvarado: I move that if Mr. Crenshaw finds the oats were stolen, he have the offenders prosecuted in the name of this association. Carried.

J. A. Hughes, Howe, presented the following resolution, which was carried:

"Resolved, That the members of the Texas Grain Dealers' Association do not pay brokerage to original sellers in cases of rejections and resale through other channels."

W. F. Warren, Berwyn, I. T.: I sold car wheat to J. R. Pennington and he sold to Mark Evans, Ft. Worth. Car wheat was said to be No. 4. Evans bought it by sample and before deal was consummated he gave prices ranging from 62¢ for No. 2 to 53¢ for rejected wheat. We shipped car and Evans wired: "Wheat is damaged; is here subject to your order." I went to Ft. Worth to see the wheat. It was in

worse condition than I thought, but would easily grade rejected. Pennington wired Evans to unload the wheat. Evans did so, but refused to settle at more than 45 cents a bushel, claiming that was all the wheat was worth. The millers of Ft. Worth stated that the wheat would grade rejected. Can this association do anything to help secure a settlement?

E. H. Crenshaw: We should look after the occupation tax law immediately. If a car of oats is sold and resold by a dozen dealers, each pays a tax on the business. The grain trade should be relieved of this onerous burden.

It was then announced that D. S. Van Valkenburg, the local representative of the W. D. Orthwein Grain Co., had invited the members of the association to be the guests of his firm at the Grand Opera House, and provided the secretary with the necessary tickets. The invitation was accepted and a vote of thanks tendered the W. D. Orthwein Grain Co.

The convention then adjourned to 9 a. m., Tuesday, and all witnessed a laughable presentation of Hoyt's "Milk White Flag."

TUESDAY MORNING.

President Harrison called the meeting to order at 9:30 o'clock, and said: I feel like complimenting the members on their promptness and upon the way they show up this morning. The saloon men claim they would all starve if all attendants at conventions were as temperate as we have been. I would like to see our friend Mr. Clark, of Chicago, made an honorary member of this association. It was moved and seconded that Charles S. Clark, of the Grain Dealers Journal, be made an honorary member. The motion was carried and Mr. Clark thanked the members for the honor conferred.

President Harrison: The executive committee have the power to admit whoever they please to membership, but we would like to have an expression of the members as to the admission of Chief Inspector Robinson and Mr. Bailey, the manager of the Wharf company.

Secretary Crenshaw: I wish to call attention to a car tag I found tacked to a car in the Galveston yards. It is attached to grain cars containing shipments of members of the Kansas association.

A. S. Lewis: I think it would be well to admit Mr. Robinson and Mr. Bailey, T. H. Teague, H. B. Bilbro and others identified with the trade.

H. B. Dorsey moved that they be admitted, and it was carried unanimously.

C. F. Gribble and W. E. Werkheiser were appointed a committee to call upon Judge Terry and ask that he acquiesce in the extension of time for the continuance of the old rates.

H. B. Dorsey: We have written an agreement for the members to assist us in securing a basis to work from. We will give the business to the reliable company giving us the lowest rate. Insurance on grain is the most desirable line of business, because grain can be realized upon quickly. I move that,

We hereby agree and pledge ourselves to place with the insurance company,

with whom our committee may arrange for a reduction in the rates, all of our business up to the amount that the company will agree to carry.

After much heated discussion the motion was carried and a canvass of the members showed that those present were willing to place insurance to the amount of \$500,000 to \$550,000.

H. B. Dorsey presented the following resolution also, which was adopted:

Resolved, That the Insurance Committee be directed to arrange with some good company to write the insurance for our members, provided they can secure a satisfactory reduction in the rates.

Resolved, That R. D. Gribble, of Houston, be requested to assist the committee in its efforts to secure cheaper insurance.

This resolution was discussed at length. E. H. McClure moved an amendment and it was accepted. Eugene Early, of Waco, moved a substitute, but after considerable discussion Mr. Early withdrew his motion. The executive committee was instructed to act with the insurance committee, and Mr. Dorsey's resolution was then adopted.

H. B. Dorsey: I have interviewed several legislators and they have advised that we write no letters to members of the legislature, but that we act with other mercantile lines to secure a revision of the occupation tax law. I trust each member will interview his representatives and induce them to revise the law.

Eugene Early: I move that the secretary be instructed to petition the next legislature to raise the weight of ear corn with shucks to 75 pounds to the bushel. Carried.

President Harrison: We have investigated the matter of shortages at Galveston and I think some action is necessary.

Mr. Dorsey: I think the cars should be resealed after inspection and that the elevator men should be requested to give closer attention to sweeping out the cars. Too much grain is left in the cars. I also believe good track scales should be placed before each elevator, so we can have a double check on the weighmen.

Mr. Crenshaw: I am opposed to the track scales. As a check it is useless here. They have checks on the scale beams here which are far more effective.

It was moved and carried that a committee be appointed to draft resolutions. President Harrison appointed O. S. Lewis, Weatherford; C. F. Witherspoon, Denton; J. A. Stephenson, Alvarado; E. H. Crenshaw, Ft. Worth.

The convention then adjourned to take a trip down the bay.

THE BOAT RIDE.

About 11:15 a. m., Tuesday, the dealers started for the boat and were soon passing along the water front. Many were amazed by the long stretch of piers, docks, slips and the many steamers flying foreign flags. After inspecting the immense shipping facilities and trade of the port the dealers returned to land. All were well pleased with the trip and later in the day gave a vote of thanks to Manager Baily of the Wharf Company and Chief Inspector Robinson,

whose guests they had been on the trip.

THE OYSTER ROAST.

At 2 o'clock the dealers boarded special electric cars for Woollam's Lake, where they were to be feasted by the Galveston Maritime Association. Some time was spent inspecting the animals and dancing in the pavilion, music being furnished by an orchestra of eight pieces. Long tables were spread under cover and the dealers sat down and had their fill of raw oysters and beer. They had no sooner finished the raw, than steamed oysters were served. Clothes were loosened and an attempt was made to do the meal justice, but many became disheartened and left the table. Fried oysters were served next, but few remained to partake of them. After walking about for a time and watching the roasting of the oysters all tried their hands at digging the roasted oyster from his shell.

Every dealer had eaten several times his capacity when attention was called to Mr. Hawley of the I. & G. N., who seemed to be filled with orations as well as oysters. It was an imposing scene as Mr. Hawley mounted the improvised forum and told of the heroes who had striven in the world's battles to gain wealth, fame and honor. After dilating at length upon the gastronomic feat performed by one of their number, he suddenly wheeled and presented a large leather medal to J. P. Harrison for having eaten 1,387 oysters and thereby beaten the record.

Mr. Harrison was dumfounded. He begged off with a few feeble remarks, but was dubbed the "Silver-Tongued Orator of Sherman," and called back. After indulging in good-natured railery Mr. Harrison said: I must extend the thanks of the association to our good friends of Galveston for the sumptuous entertainment given us. He closed by calling upon A. S. Lewis, of Weatherford.

Mr. Lewis was followed by J. J. Rymer-shoffer, who spoke of the growth of the city's shipping trade and the energetic men who brought it about. He predicted a great grain trade for the city and the state. He said: We need a public warehouse law and the next legislature should give it to us, so we will be in a position to store grain here and borrow money anywhere on it.

Leo Levi was called for. He responded with a kick against the state's treatment of Galveston, and begged for fairer treatment.

B. Adoue, president of the Maritime Association, said he hoped all had obtained enough to eat.

J. Z. Keel, of Gainesville, followed with an oration on producers.

President Harrison proposed three cheers for Galveston, which were given, with a tiger. The dealers then returned to the hotel and reconvened.

TUESDAY AFTERNOON.

The meeting was called to order at 5:20. President Harrison said: I want to have our association show their appreciation of the efforts of several Galveston gentlemen to make it pleasant for us while in the city, and I would like to have the association elect Mr. J. H. Hawley and D. S. Van Valkenburg honorary members of the association.

They were elected, and Mr. Hawley thanked the association for the honor conferred.

President Harrison: In behalf of the association I wish to extend the thanks of the association to Chief Inspector Robinson and Mr. Bailly.

The committee appointed to draft a report of the result of the investigation of the causes of shortages at Galveston reported the following resolutions, which were adopted:

To the President and Members of the Texas Grain Dealers' Association:

We, your committee appointed to draft resolutions as to the result of our investigations, at the port of Galveston, beg leave to submit the following:

Resolved that our investigations clearly demonstrate carelessness on the part of some shippers in the coöperation of the grain doors in cars, in loading grain above car doors and in using thin plank for grain doors without stays; and that we urge strict care on the part of shippers in seeing that grain doors are substantially made and nailed so as to withstand the pressure of the grain in shipping to avoid and prevent all leaks.

Further, we find cars on the elevator tracks here without any inside grain doors whatever.

2. That every member of this association notify C. McD. Robinson, Chief Grain Inspector, on the day of shipment by postal card giving car number, initial and contents.

3. That we believe that Mr. Robinson's inspections are fair and just.

4. That a number of cars of corn we inspected, graded No. 3, for want of being cleaned and on account of weevil.

5. That in such cases, Mr. Robinson be instructed to have all such cars cleaned or blown to bring them up to grade.

6. That we have no complaints to make of the system of weighing in the elevators at Galveston, but we beg to inform shippers generally that the universal elevator rule of docking all weights, three pounds to the thousand is observed at Galveston as well as elsewhere.

7. That we ask the Wharf Co. to have all cars resealed immediately after inspection, and that all cars be thoroughly swept before leaving the elevator sinks.

8. That the members of the Texas Grain Dealers' Association from State pride as well as other considerations, prefer to have all our products come to Galveston, over any other port, and that we ask the coöperation and assistance of the Galveston Wharf Co. and all the railways reaching this port, together with the Press of Texas, in securing and maintaining such rates as will bring our shipments to our home port.

9. That the thanks of the Texas Grain Dealers' Association are due the Galveston Wharf Co., the railways and newspapers for such kind assistance as has enabled us to make this investigation of the methods and facilities for handling grain at Galveston.

A. S. LEWIS,
E. H. CRENSHAW,
C. F. WITHERSPON,
J. A. STEPHENSON.

E. H. McClure moved that the resolutions be amended by adding that:

Whereas, The cars the railroads have been setting in for use of the grain shippers of the state are unfit for use; be it

Resolved, That the railroads be requested to furnish better cars and good grain doors.

The amendment was accepted and the resolutions adopted.

C. McD. Robinson: There are one or two things I wish the grain dealers to understand. The grain inspection department has nothing to do with dockages. That rests entirely with the man you sell to. Now as to blowing grain which I can grade up if the dirt it contains is removed. At the beginning of the season I did this, but repeated kicks caused me to stop. By blowing your grain I can often place it in a higher grade, and since you request it, I will have it done hereafter.

J. R. Pennington, Ardmore, I. T.: I move that the members of the association be empowered to use car tags showing that the grain is shipped by a member of the association, and telling of the kind and amount of grain in car. The motion was carried.

A vote of thanks was tendered to the manager of Hotel Grand.

C. F. Gribble, of the committee on rates, reported that Judge Terry had said that if the grain shippers would ask Judge McCormick to grant an extension of ten days for the continuance of the old rates, or if they will go to the Railroad Commissioners and ask for an emergency rate of 12½ cents for 10 days to Galveston to relieve the shippers who have time contracts unfulfilled, the railroads will offer no opposition to it. The railroads acquiesce in the enforcement of the emergency rate for ten days.

Mr. Bailly: I move that the President appoint a committee to go to Dallas to wait upon Judge McCormick in company with other delegations to secure an extension. If we fail there I think the delegates should go to Austin and petition the commission to grant the emergency rate.

The motion was carried and the Transportation Committee was instructed to act in conjunction with Mr. J. E. Bailey.

J. H. Ardrey, Godley, moved that hereafter a program be prepared for the meetings, that trade subjects be discussed as the other grain dealers' associations do. Carried.

The association then adjourned to the annual meeting in June.

CONVENTION NOTES.

Galveston was surely good to the dealers.

A splendid meeting; it was neither all work nor all play.

Hazelhurst buyers hereafter will be required to pay cash in advance.

Cars loaded at Texas points will be coopered more carefully hereafter.

An event of the afternoon at Woolam's Lake was Tom Andrews' dancing and fiddling.

Those who saw Galveston by gaslight after the convention was over say it looked a heap different.

The social life was given ample opportunity to thrive and all the members made many new friends.

The Galveston Daily News was represented by Ed. E. Talmage and the Grain Dealers' Journal by Charles S. Clark.

After the convention Tom Andrews lost his whiskers. Anyone finding them will kindly return immediately by wire.

The cards of several of the members bore evidence of their membership and a desire to help along the association by advertising it.

Secretary Crenshaw had his hands more than full, but he finished the work and found time to capture a few new applications for membership.

The association is not through with the cotton broker who jumps into the grain market now and then to make trouble for the regular dealer.

J. T. Stark, of Plano, distributed memorandum books bearing his name and address on one side and the following on the other: "Texas Red Rust Proof Seed Oats a Specialty. Largest Warehouse Capacity of any Dealer in Collin County. Most Complete Corn Sheller Plant in the

State. Orders Solicited for Mixed or Straight Car Loads of Oats, Corn, Corn Chops, Bran and Hay."

The officers and committees have already done much hard work and will continue, so the members are sure to receive much benefit despite the youth of the association.

Indian Territory was represented by J. R. Pennington, of Ardmore, and W. F. Warren, of Berwyn. Both were well pleased with the work of the association and Mr. Pennington expressed himself as being proud of his membership in the Texas Grain Dealers' Association.

Chas. O. Forrest, the Contracting Freight Agent of the M., K. & T., had a number of select views from nature's art gallery, which he exhibited much to the consternation of the older men. It was proposed to place the offender in one of the cages at Woollman's Lake, but the keeper objected on the ground that the capture might exert a bad influence on the other animals. The views were shown to John F. Lehane, Agent of the Cotton Belt, who held on to them until he got red in the face. Thoughtful friends, fearing for his safety, then removed him to a cool place.

Among the Texas dealers present were P. T. Andrews, Ft. Worth; J. Howard Ardrey, Godley; W. J. Aston, Farmersville; W. U. Baker, Rio Vista, Pope Beall, Lorneta; P. W. Bean, Howe; L. G. Below, Pilot Point; W. A. Bowie, Weatherford; E. S. Chandler, Merit; J. O. Caruthers, Kopperl; T. C. Cooper, Lewisville; E. H. Crenshaw, Ft. Worth; H. B. Dorsey, Weatherford; J. E. Davis, Milford; G. W. Davis, Howe; E. Early, Waco; W. R. Fields, and W. W. Ferguson, Howe; G. E. Felton, McKinney; E. B. Greathouse, Temple; C. F. Gribble, Sherman; M. Guinan, Waco; J. P. Harrison, Sherman; J. H. Harrison, Mansfield; S. W. Hayes, Crowley; W. T. Herrick, Whitney; D. T. Herring, Nocona; H. D. Honaker, Farmersville; C. M. Hutchinson, Plano; J. A. Hughes, Howe; F. W. Jackson, Renner; E. R. Kolp and D. C. Kolp, Jr., Iowa Park; R. S. Kimbrough, Mesquite; J. B. Knotts, McKinney; J. Z. Keel, Gainesville; O. P. Lawson, McGregor; A. S. Lewis, Weatherford; W. W. Major, Midlothian; W. H. Marshall, Whitesboro; N. F. Miller, Honey Grove; E. W. Morton, Sr., McKinney; A. A. McKnight, Ft. Worth; Elbert H. McClure, Dallas; A. A. McNeill, Valley Mills; E. L. Owens, Dallas; W. R. Peters, Caddo Mills; W. P. Powell, Bartlett; J. A. Robey, Hillsboro; T. J. Rone, Saint Jo; J. R. Roper, Itasca; F. E. Renfro, Renner; J. T. Stark, Plano; J. A. Stephenson, Alvarado; Henry Strong, Clifton; G. B. R. Smith and M. F. Smith, Howe; H. W. Spear, Wichita Falls; Geo. Smith, Brandon; J. D. Slawson; E. A. Turner, Van Alstyne; W. S. Thurston, Nocona; D. H. Thompson; Waxachie; W. I. Weatherly, Grapierine; G. M. Wood, Ft. Worth; Geo. Woodward, Van Alstyne; W. E. Werkheiser, Temple; J. E. Wall, Plano; J. F. Weiser, Hico; B. Wiesman, Muenster; A. L. West, Waco; C. F. Witherspoon, Denton.

Wilfred E. Maryott, of Belleville, R. I., is building an addition to his grain store.

There has been no time in late years when supplies of wheat the middle of November have been so light.

REDUCING BARLEY GRADING TO A PRACTICAL BASIS.

(A paper read by Julian Kune, of Chicago, at the meeting of the Grain Dealers' National Association.)

Prior to 1871 the Board of Trade of the City of Chicago had control of the inspection of all the grain shipped to this market. During that year the Legislature, by an Act passed on the 23d of April and in force on the 1st of July of the same year, took the grain inspection out of the hands of the Board and instead intrusted it to a board of railroad and warehouse commissioners, the members of this board being appointees of the Governor of the State, who also appoints the Chief Grain Inspector.

The first warehouse commissioners, in adopting a set of rules, governing the inspection of grain, largely copied after those of the Board of Trade. Since then there have been many changes in the rules governing the inspection of corn, wheat and oats, but the rules governing the inspection of barley, virtually, are the same now as they were twenty-seven years ago.

It is no wonder that these out of date rules, so poorly adapted to the present conditions of the barley trade, should cause dissatisfaction among those, whose business brings them in contact with that trade. Nor need we be surprised that those who have been and are still subject to annoyances and pecuniary losses, on account of the prevailing faulty inspection, should put the blame on the inspectors, who, however, are not to blame, for they do the best they can under the faulty system; nothing but a radical change in the system can remedy the evil.

Several years ago, when there was as much option dealing in barley, as there is now in oats, the grading of barley, as it now exists, was in some measure justifiable, for the speculative deals were based on the No. 2 grade, as they are on wheat, corn and oats. But such option deals in barley have long ago ceased to be a factor in the barley trade. All sales for future delivery, with but rare exceptions, are now made on the basis of the actual delivery of the grain. When that delivery is made the purchaser, be he a dealer, maltster or a brewer, does not inquire how the delivered grain grades, but whether it is up to the sample bought by; also, whether it will make choice, good or poor malt.

To illustrate the prevailing faulty inspection of barley, I will show you here a sample of barley, that inspected as No. 3. This barley sold on the 14th of October at 37c f. o. b. Chicago. Here is another sample, which on that same day graded also No. 3, but sold at 44c f. o. b. Chicago. Now, can any of you tell me why both these cars as represented by these samples should have graded alike? The grading of either the one or the other must have been wrong. There certainly should not be a difference of 7 cents between barley grading alike. Undoubtedly, there is that difference in value, although the inspection did not indicate it.

To carry the illustration a step further, let us suppose that country shipper "A" shipped the car which sold at 37 cents, and country shipper "B," living at the same station, shipped the car which sold at 44 cents. Of course both shippers were notified by their respective commission men of the grade as well as of the sale. "A" is very naturally dissatisfied that his No. 3 should bring 7 cents less than "B's." If the difference had been only a cent or two, he probably would have said little, as he knew that his barley was inferior to that of "B." But he thinks seven cents is too much of a difference between barley grading alike. If "A's" barley was No. 3, then "B's" should have been No. 2. Or, if "B's" barley was justly No. 3, then "A's" should have been graded No. 4.

I will give you a still more striking illustration of our faulty barley inspection. On that same day another grain shipper from the same station with "A" and "B," whom we will call "C," sends a car of barley to our market to be sold. This barley grades No. 4, and is sold at 38 cents, or for a cent more than did "A's" No. 3 sell for. We can easily guess the righteous wrath of "A" when he learns (and as you know, in the country Dame Rumor travels fast and easily), that "C's" No. 4 brought 1 cent more than his No. 3 barley. He comes to the conclusion that his commission man does not know much about selling barley anyway, and makes up his mind to send his next car to "C's" commission man. If he does this, he may have the same experience with that very first shipment to "C's" commission man.

Look at this sample of barley; it graded on the 27th of last month No. 4, and sold for feed, it being entirely unfit for malting purposes. Here we have a car of feed barley grading the same as a car of malting barley, that sold at 38 cents.

One more illustration: Here is barley that graded No. 3, and sold at 48 cents, while on the same day No. 2 in store was offered at 46 cents. Here is a difference in value of 11 cents between "A's" No. 3 and this No. 2. But why dilate any longer on the many discordant features of our barley inspection? I believe I have cited enough instances to convince you that we need a change in the system.

The question is now, What changes must there be in the system to make our inspection of barley practical, and to conform to the present requirements of the barley trade?

Rule 6 of the Illinois State Grain Inspection Department in its first paragraph says: "No. 1 barley shall be sound and plump," bright, clean and free from other grain." The next paragraph reads: "No. 2 barley shall be of healthy color, not sound enough and plump enough for No. 1, reasonably clean and free from other grain."

Under the above quoted sections of Rule 6 it is next to impossible to get barley, that would fulfill the above requirements. Who has ever heard of late years of barley inspecting in our market as No. 1? Even the grade of No. 2 is a great rarity. And why? Simply because the lines laid down instead of guiding the inspector, only confuse him. So when he comes across a car of choice barley, he is at loss to know whether to grade it 1, 2, or 3. To be on the safe side he dubs the car No. 3, simply because of precedence, and because he does not recollect of any barley having graded No. 1 or 2. So the first and second paragraphs, relating to the 1 grade, might just as well be eradicated from the rules.

The section relating to the 2 grade, says that the barley should be of a healthy color, etc. Now, I doubt if any of our inspectors were ever instructed as to what constitutes a healthy color in barley. White is not always a healthy color in barley, very often a straw color indicates a much healthier condition than a sickly white. Still, under the present system the sickly white looking barley would get a higher grade than the straw-colored. The inspector may not be aware of this fact, but the maltster knows it.

There is another rule, touching the inspection of barley, which has long ago become obsolete; I refer to that which speaks of "Scotch barley." Some twenty odd years ago a certain variety of barley, coming originally from Scotland, was largely raised in the West, and on account of its superior malting qualities, brought better prices than the ordinary varieties, but Scotch barley has become a thing of the memory; it does not exist largely enough to form a distinct class, and therefore the section referring to its inspection should be stricken from the rules, for it is apt only to confuse the inspector.

Having pointed out to you, to the best of my ability, the defects in our barley inspection, it now remains for you to agitate for a radical change. Meanwhile you will permit me to make a few suggestions in connection with the proposed changes.

In place of the first section of rule 6 as it now reads, I would have something similar to the following: "Fancy malting barley shall be perfectly sound, plump, bright in color, free from seeds and other grain, and should test no less than forty-eight pounds to the measured bushel."

I would have in place of section 2 as it now reads, the following:

"Choice malting barley shall be of a bright color, though it may contain a small percentage of sound straw colored barley, not to exceed ten per cent. It shall be free from unsound berries, especially such as have black ends; also reasonably free from other grain as well as seeds, and plump enough to test no less than forty-six pounds to the bushel."

The following should replace paragraph 3: "Good malting barley shall be either of a straw color or of a healthy white, or of the two colors mixed in about equal proportions. It may contain unsound and black tipped barley not to exceed 5 per cent.; it may also contain an admixture of other grain or seeds, not to exceed 5 per cent.; it should be plump enough to test no less than forty-five pounds to the bushel."

I would have next: "Fair malting barley, shall be all barley not good enough for 'good' barley, or of such as is partly stained and contains more than 5 per cent. of unsound and black tipped berries, but not more than 15 per cent. It may also contain an admixture of other grain and

seeds, not exceeding 10 per cent. It shall have no test as to weight."

Next: "Low grade malting barley shall be all barley not good enough for any of the higher grades. It may contain an admixture of 25 per cent. of shrunken and unhealthy looking berries, whether that color shall be a sickly white or badly stained. All barley containing more than 15 per cent. of unsound and black tipped berries shall be graded low grade."

Lastly: "Feed barley shall be all barley unfit for malting, either on account of its being musty, unsound or containing an admixture of other grain and seeds exceeding 25 per cent."

There might be added also a "No grade barley shall comprise screenings, and all barley which is very musty and rotten."

I believe that with a few practical lessons the inspectors would soon master the details of rules, built upon lines as above suggested. The lines are well defined and not as undefined and vague as those on which the present system rests.

I would further suggest that the state grain inspection department should be supplied with the most approved barley testers or germinators, as an aid in instructing the inspectors. At the beginning of each season, the various grades of barley could be tested as to their fitness for making the various grades of malt. In this way the barley inspector would soon learn how to grade barley according to its merits for malting purposes.

SUITS AND DECISIONS

G. C. & A. A. Smith, dealers in grain and live stock at Dows, Ia., were recently indicted and convicted for cheating, by giving false weight.

Suit has been brought at Kokomo, Ind., by the Lake Erie & Western Ry. Co., against Paddock, Hodge & Co. for possession of the elevator at that place.

John Walsh has brought suit against the Union Railway Elevator Co. and Paddock, Hodge & Co., of Toledo, O., to recover \$50,000 for injuries sustained in the fire of September 20 last. The petition sets forth the alleged negligence of defendant companies and says Walsh will be maimed and disfigured for life.

The grand jury at Chicago, Ill., recently returned true bills against John Alexander and four associates, who it is alleged operated a "bucket shop." These men are charged with keeping a common gaming house.

J. T. Scott, a grain dealer at Toronto, Can., has brought suit against Melady & McNairn, commission merchants, for \$3,500 damages for refusing to accept 50,000 bushels of wheat which he delivered to them f. o. b. Montreal.

The court has refused to appoint a receiver for Short Risk Indemnity Co., of Minneapolis, Minn. This suit was brought last fall by E. F. Osborne against the company to secure a receiver, on the ground that the company was insolvent.

In the suit of M. T. Shepherd, of Lovington, Ill., against E. W. Davis, a grain dealer at Cadwell, to decide the ownership of some grain which the defendant bought from a certain person against whom the plaintiff had a judgment, the court decided in favor of the defendant.

In the suit of the Brandenbough Grain Co. v. Chicago, Milwaukee & St. Paul Ry., at Kansas City, Mo., a verdict was rendered in favor of the defendant. The suit was the outcome of an alleged shortage of 10,000 bushels in one of the grain company's shipments over that road.

In the suit of the Central Elevator Co. v. People (Ill.) 51 N. E. 254. The owners of grain elevators, acting as public warehousemen are enjoined from storing their own grain in their ware-

houses, where their duty as warehousemen directly conflicted with their interests as buyers and sellers of grain, storing the same in their own warehouses.

Suit has been brought against the Chicago Board of Trade by Robert H. Kelly for \$200,000 damages. This suit is the outgrowth of his expulsion from the board two years ago for alleged irregularities in conducting his business. The plaintiff claims that he was not given sufficient opportunity to make a defense against the charges, and declares that the offense for which he was expelled was committed by an employee of the firm, who acted without the knowledge of the partners.

PATENTS GRANTED

John M. Hess, of Ivester, Ia., has been granted letters patent on a feed mill.

Henrik C. Strang, of Chicago, Ill., has been granted letters patent on a gas engine.

Francis H. Richards, of Hartford, Conn., has been granted letters patent on an automatic weighing machine.

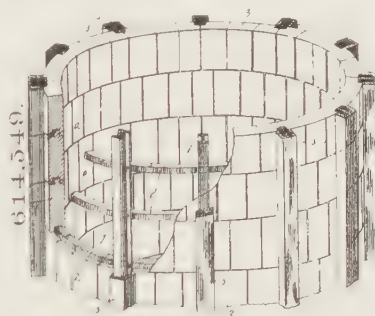
Herman Roetzell, of Berlin, Germany, has been granted letters patent on a drum for germinating and drying malt.

Simon G. Stein and Frank P. Sawyer, of Muscatine, Ia., have registered the title "'S.-S.' Dime or 10c Oats," to be used on packages of rolled oats and oatmeal.

Lyman Gold, of Indianapolis, Ind., has been granted letters patent on an airlock for dust collectors and assigned it to the Nordyke & Marmon Co., of same place.

James C. Holloway, of San Francisco, Cal., has been granted letters patent on a grain pearling machine, and assigned four-fifths of it to John F. Cunningham and Charles E. Grosjean, of same place.

Olaf Hoff, of Minneapolis, Minn., has been granted letters patent on a grain bin. This grain bin, a cut of which is presented herewith, is composed of metallic I bar standards and horizontal tie frames rigidly secured to the stand-



ards at their ends and intermediate points. This forms a rigid, self-sustaining skeleton framework, to which the lining, which is composed of a fireproof substance, is fastened by an interlocking device.

Earl H. Reynolds, of Sterling, Ill., has been granted letters patent on a car loader. This machine consists of a rotary with cased sides, flights to catch the grain and throw it, all supported in the car by means of a frame or legs extending from one car door to the other and resting on the tops of the doors. The grain is discharged from the elevator directly to the rotary through the spout, and is caught by the

rotary and its direction changed to right angles, thus being thrown to the ends of the car.

THE SUPPLY TRADE

B. F. Gump, Chicago, Ill., reports business active, there being a good demand for elevator machinery.

E. H. Pease Mfg. Co., of Racine, Wis., report that they are busier than ever and crowded with orders.

The J. E. Turney Drying Machinery Company, at Chicago, has certified to an increase of capital stock from \$10,000 to \$50,000.

During the past season Chas. Kaestner & Co. have sent 24 of their Chase-Kaestner oat clippers to the Russian government for use in its elevators.

The Paine-Ellis Grain Drier Co., of Milwaukee, Wis., is installing its grain driers in the elevators operated by the Northern Elevator Co. and the Dominion Elevator Company, at Winnipeg, Man.

J. L. Root, of Root & Smith, Commission Merchants, at Kansas City, Mo., has a pipe that is 37 inches long, with a history and pedigree a good deal longer. This pipe, which it is said he smokes, has been in his family for over 180 years.

One of the neatest things in the way of an advertisement that we have received is a small vest-pocket memorandum book. This book has a nice leather cover, on which is printed the business card of McCord & Kelley, of Columbus, O.

NEW YORK.

J. & T. Adikes will erect an elevator and store house at Jamaica, N. Y., to cost, with machinery, \$25,000.

Three steamers arrived recently at Buffalo, N. Y., loaded with wet grain, which was rejected by the elevators.

The receipts of grain at Buffalo, N. Y., for this season to December 1 are: 193,800,000 bushels, against 182,300,000 bushels last year.

A new grain elevator will be built at Ogdensburg, N. Y., on the Rome-Watertown Ry. terminals for the use of the Rutland-Canadian through line.

Frederick A. Fish, of Fish & Moore, grain brokers, 24 Produce Exchange, New York City, has been suspended, during the pleasure of the Board of Managers.

MARYLAND.

During one week recently one firm shipped from Baltimore, Md., 800,000 bushels of grain.

The New York Produce Exchange has taken similar action and the Philadelphia Commercial Exchange will follow.

Exports of grain from Baltimore, Md., on Nov. 29 were more than double those of the corresponding day last year. There were shipped on that day 260,901 bushels of wheat and 54,875 bushels of corn. A year previous there was no corn exported and only 126,652 bushels of wheat.

The Baltimore Chamber of Commerce have made some modifications to the grain charter party on the suggestion of the London Corn Trade Association and the Chamber of Shipping of the United Kingdom. After Jan. 1 lay days are to count from forty-eight hours after a steamer's arrival, when she is

ordered to discharge at a place where there is insufficient water for her to get the first tide without lightering, and lighterage inward to enable a steamer to reach the place of discharge is to be at the expense of the receiver of the cargo. Any delay resulting from a strike of any class of workmen shall not count. A strike of the receiver's men shall not exonerate him from demurrage.

TEXAS.

The cotton broker should keep out of the grain business.

Some Texas dealers are obtaining 1 cent premium for white corn over yellow corn.

E. H. McClure, Dallas, Tex.: We get \$4 a ton for baled corn husks. Feeders buy it for cattle.

News items of interest to Texas grain dealers will always be welcomed to this column. Let us hear from you.

Goldsmith & Poindexter are said to be attempting to conduct an irregular grain business at Alvarado, Tex.

O. P. Lawson, McGregor, Tex.: We bale our corn shucks and sell them at 10 cents a bale of about 80 pounds.

The grain trade of Texas has a great future before it. That the grain business conducted will be doubled inside of five years is certain.

Bowman & Wall will engage in the grain business at Plano, Tex. This makes the third firm at Plano. J. M. Carlisle & Bro. and J. T. Stark, being the other two.

The regular grain dealers of Texas have every reason to be proud of the State Association and every one should come forward promptly and give it his earnest support.

W. W. Ferguson says the dealers of Howe, Tex., ship about 800 cars oats, 450 cars corn and 40 cars wheat each year. Others say that Howe is the largest primary grain market of the Lone Star State.

W. W. Major, Midlothian, Tex.: We bale our shucks and sell them at 12 cents a bale of 90 pounds. We find it pays to bale heavy; it saves wire and labor. The shucks are used for feeding mules and cattle.

No association is doing more for its members than the Texas Grain Dealers' Association. Every regular grain dealer of the state should join, help along the good work and thereby advance his own business interests.

Hazelhurst, Miss., dealers do not stand very high in the estimation of the members of the Texas Grain Dealers' Association. If any other grain shipper has suffered at the hands of the Hazelhurst dealers we would be pleased to hear from him.

J. Howard Ardrey, Godley, Tex., has leased ground from the G. C. & St. Fe R. R., at Godley and will immediately erect a grain warehouse of 35,000 bushel capacity, equip it with corn shellers and cleaners, and engage regularly in the grain business. He will have the only grain warehouse at that station.

The decision of Judge McCormick, at Dallas, in the action brought by the bondholders of the railroad for an injunction against the enforcement of the rates fixed by the State Railroad Commission, has brought confusion to all shippers and unless its enforcement is suspended for a time or an emergency rate put into force it will work a hardship upon many grain shippers who had contracts unfilled. The Texas Grain Dealers' Association is making a vigorous effort to secure relief for the

trade and will keep at work until it succeeds. In the injunction granted Dec. 2 Judge McCormick held that the rates fixed by the Commission were unreasonably low and did not permit the roads to earn a profit sufficient to pay a fair interest on their investment and indebtedness.

Beall & Woodward, of Van Alstyne, Tex., will rebuild their elevator which was burned Nov. 3. The new house will have 80,000 bushels capacity and will be equipped with an oat clipper, fan and chop mill. The old steam plant of 40 h. p. will be used. Two rope drives will be put in, also 300 feet of link chain for a corn drag belt and 300 feet of 9-inch screw conveyor.

OHIO.

Bert Raymond, of Floyd, O., has open a feed mill at that place.

The B. & O. railroad will build an elevator at Cleveland next year.

T. T. Beatty has completed a new 25,000 bushel elevator at Rattlesnake, O.

Jos. Tarault has leased the Ely & Bissell elevator at Antwerp, O. for two years.

N. M. Jones has started his new elevator at Jasper, O. It has a capacity of 10,000 bushels.

Schaffer & Anderson, of Hamilton, O., have refitted and equipped the Jacoby grain warehouse and are ready to handle grain.

Nutt, Boos & Wells, of Urbana, O., have been repairing and overhauling their elevator, and have put in a new suction fan for cleaning grain.

A new elevator is being erected at Waverly, O., by the Waverly Grain Co. The machinery for this elevator will be furnished by the Union Iron Works.

Kyle & Williamson, of Monroe, O., have just completed a 20,000 bushel elevator at Oakey. The machinery for this elevator was furnished by the Union Iron Works, Decatur, Ill.

The Union Elevator Co., of Toledo, O., has decided to rebuild on the site where the old building stood, and practically on the same plans as that of the elevator recently destroyed.

Local grain dealers members of the Grain, Hay and Feed Association, of Cincinnati, O., have asked the city council to pass an ordinance, taxing non-resident dealers, who ship grain in and out of Cincinnati and evade the license of \$300, which resident shippers have to pay.

Abe Herr, of Mingo, O., had a narrow escape from death recently. In the rear of his elevator is a cob bin, the cobs are let out from a trap door on the underside, the bin was packed full of cobs and it was difficult to get them started, so Mr. Herr got in the bin and began poking at the cobs with a large stick, when suddenly they gave way, carrying him with them. Before he was discovered and rescued he had almost smothered.

Mrs. Jas. P. McAlister, wife of Jas. P. McAlister, of the firm of Jas. P. McAlister & Co., of Columbus, O., died November 27. Mrs. McAlister was well known to many of the Ohio grain dealers, having accompanied her husband to quite a few of the annual outings of the Ohio Grain Dealers' Association. She was a devout Christian, a woman of fine musical tastes and well known in social circles of Columbus. Her death was a sad blow to her husband and

family of three children, who survive her.

PENNSYLVANIA.

John Gibson, of Mansfield, Pa., expects to engage in the grain business at Canton.

The Baltimore & Ohio R. R. Co. has built a new warehouse at Philadelphia, Pa. The building which has just been completed is said to be fire-proof.

On Nov. 22 elevator B at Erie, Pa., was very badly damaged by fire, and \$30,000 worth of wheat which it contained was damaged. The structure was saved from complete destruction after being damaged to the extent of \$2,000.

Philadelphia merchants are rejoicing over the promised exemption of north Atlantic ports from the winter load line restriction, which has been in force for some years. The smaller craft will be the only ones hereafter that will be subject to this rule and as a result of this change Philadelphia merchants expect the grain exports from that port to materially increase and place it first among the grain ports of the East.

The charge of the Copenhagen, Denmark, Free Port Co. that corn shipped from Philadelphia has contained impurities has been denied by members of the Commercial Exchange of Philadelphia. In defense of the Philadelphia grain a paper read before the Grain Dealers' National Association was referred to which stated that "if Philadelphia grain inspection gives as great satisfaction abroad as to the West, the foreigners are certainly getting all that they can ask for."

INDIANA.

Charley Phillips is buying grain at Waveland, Ind.

Floyd & Reynold are building an elevator at Mecca, Ind.

Mell Hobbs has commenced work on his new elevator at Hobbs, Ind.

A new warehouse for storing grain has been built at Perrysville, Ind.

J. A. Baldwin will erect a new elevator at Amboy, Ind., in the near future.

C. M. Lemon, of Belford, Ind., is building a grain warehouse at Burns City.

Mr. Murphy has installed a corn sheller, crusher and other machinery in his mill at Zionville, Ind.

Isaac Kennard has purchased the Bunnell elevator at Moran, Ind., and took charge of it Dec. 1.

The Brook Grain Co., of Brook, Ind., has built an addition to its elevator and is installing new machinery.

W. B. Cooley is building an elevator at Matthews, Ind. It will be completed and ready for business Jan. 1.

H. P. Davis has built an elevator at Rosedale, Ind., and will run it in connection with his mill at that place.

Wm. Jordan, of Lafayette Ind., has traded the old Cones elevator to Alva Stephens for 1,000 acres of land in Tennessee.

Glime & Smith, of Lima, Ind., have rented the Rose warehouse at La Grange, and will conduct a grain buying business.

George Myerly's grain elevator at Hobbs, Ind., was partially destroyed by fire Nov. 26. At the time of the fire the elevator contained considerable grain.

Charles Oath, of Otter Creek, Ind., and Joseph Smock, of Terre Haute, have formed a partnership, and will engage in the grain and feed business at Terre

Haute. They have opened the elevator B at that place.

Garrison Bros' elevator at Converse, Ind., was destroyed by fire Dec. 5. The loss is placed at \$7,000. At the time of the fire the elevator contained a considerable amount of grain, which was also burned. It is thought that the building was set on fire by tramps.

SOUTHEAST.

Camp Bros. & Co., wholesale grain dealers at Atlanta, Ga., have become insolvent.

A new elevator will probably be erected at Memphis, Tenn., by B. C. Buchana.

Fire recently destroyed a granary of the milling firm of W. J. Myers & Bro., Troy, Tenn.

The Hawesville Elevator Co., of Hawesville, Ky., has opened its elevator for business.

C. Pearce Dodd has purchased the grain and feed business of W. G. Allen at Louisville, Ky.

The Speed Elevator Co., of Louisville, Ky., has been incorporated with \$20,000 capital. The incorporators are J. B. and W. S. Speed and F. M. Sackett.

According to the Charleston, S. C., Courier, the farmers of that state are showing renewed interest in the raising of wheat. It is estimated that the wheat acreage this season in that state will be 5,000 acres.

The interest in wheat raising is quite paramount among the farmers of Georgia, and the merchants of many of the towns in that state report a large demand for seed wheat. The wheat acreage of the state this winter will in all probability be the largest ever reported.

ILLINOIS.

Haldane, Ill., is to have a new elevator.

Fryer & Smith are enlarging their elevator at San Jose, Ill.

A. B. Caldwell will build a new elevator at Langham, Ill.

An elevator is being built at Delana, Ill., by Benard Moreland & Son.

The Baileyville elevator at Rock River Valley, Ill., is open for business.

Alex. Richter has purchased Burgner & Reat's new elevator at Charleston, Ill.

It is rumored that M. P. Haveis has purchased the south elevator at Rockford, Ill.

Carrington, Hannah & Co.'s new elevator at Tolono, Ill., is about to open for business.

Ira Ulfers will represent the Neola Elevator Co., of Chicago, at Maryland station, Ill.

The elevator and grain interests of John Wood, at Gifford, Ill., were sold to H. C. Bear & Co.

Five train loads of wheat, comprising 200,000 bushels, were loaded recently at Duluth for Chicago.

The new elevator of Quigg, Tanner & Co., at Vandalia, Ill., was used for the first time last week.

The new elevator of Morris Bros. & Hoyt, which is being built at Elburn, Ill., is nearly completed.

Liebster & Harrison are going to build quite a large building at Mulkeytown, Ill., to be used for storing corn.

Emden, Ill., will boast of a new elevator in the near future. The one being built there is nearly finished.

Nov. 25 W. H. Kiernan sold his interest in the Biggsville elevator, at Biggsville, Ill., to the Neola Elevator Company.

H. C. Bear & Co. have bought John Woods' elevator at Penfield, Ill. This gives them storage room for 40,000 bushels of grain.

Geo. S. Blakeslee, who has been in the hay and feed business for over twenty years in Chicago, recently made a voluntary assignment.

The Rock Falls, Ill., elevator is busy receiving grain. Michael & Grennen, of Montmorency recently delivered 10,000 bushels of corn there.

Marriott Bros., grain and live stock dealers at Browns, Ill., have failed. Their liabilities are placed at \$30,000, with assets very much less.

J. W. Barrett, having sold his interest in the firm of Montague, Barrett & Co., of Chicago, has entered the employ of the Turner-Hudnut Grain Co., of Pekin, Ill.

Chas. H. Sells, of Pittwood, Ill., has purchased property at Sullivan, on which he will erect an elevator and engage in the grain business without delay.

The Chicago Board of Trade directors have sent a petition to the committee on rules asking that No. 2 spring wheat be made deliverable on Board of Trade contracts.

John Hill, of Chicago, has decided to give up his crusade against bucket shop gambling, as soon as Z. H. Carter's term as president of the Board of Trade expires.

The Spring Valley Grain Shipping Co. has been incorporated at Spring Valley, Ill., with a capital of \$2,000. The incorporators are John Holly, J. E. Barnard and W. H. Hirschy.

C. D. Dillon has taken up the management of thirteen elevators on the C. & B. & Q. Ry., owned by the Neola Elevator Co., of Chicago. Mr. Dillon was formerly connected with Armour & Co.

The nest of steel tanks for storing grain, which was being built by the Macdonald Engineering Co., for the American Malting Co., at W. 13th St., and Tolman Av., Chicago, is finished.

On Saturday, November 17, 118 wagon loads of corn were received at Jolly & Prunty's elevator at Grayville, Ill. This is more by seven loads than has ever been received there in one day.

A number of the business men at Alton, Ill., will erect an elevator. This elevator is designed to supply a market for the grain raised in that vicinity, as well as for hay and other farm produce.

A. L. Duncan & Son, have bought the grain elevator business of Geo. Seaton & Co., of Seaton, Ill., and took charge Nov. 19th. Seaton & Co. had been engaged in this business at Seaton for fifteen years.

The feed mill at Malta, Ill., has been bought by Van Wie & Moorhead, of Chicago, who will use it as an elevator after having made the necessary changes in the structure. William Blake will manage the new elevator.

O. L. Brinning is replacing his old elevator at Leroy, Ill., which was recently burned, by a larger and better one. The new building is to be situated on the site of the old one and will be made of fireproof material.

The new elevator at Vandalia, Ill., which was opened Oct. 20 has already proved to be a boon to that vicinity of the state, and 9,000 bushels of corn alone have been brought to it by farmers from the immediate vicinity.

Jones Bros., of Champaign, Ill., have now two elevators. In connection with the one owned by them at Mahomet they will operate the one recently built by Benson Bros., at Rising, Ill., and bought from them.

The hay and grain firm of A. D. Campbell & Co., of Peoria, Ill., of which A. D. Campbell is the proprietor, has changed its name to the Blakeslee Shipping Co., and it is very probable that this firm will move from Peoria to Chicago.

W. H. Kiernan, of Galesburg, Ill., contemplates moving to California and has sold most of his elevators in that section of Illinois. He sold his elevator interests at North Henderson, Henderson and Coldbrook to the Neola Elevator Co., for \$6,888.

On November 30 the Peavey elevator on the Calumet river and 102nd street, Chicago, narrowly escaped destruction by fire. A blaze caught in the engine room and spread to the roof before it was extinguished. The loss on the building was \$1,000.

According to a circular issued at Fairbury, Ill., a very small per cent of the crop in that vicinity will grade No. 3, and the best samples contain by careful test 20.1 per cent of water. The circular also states that the present crop for condition and quality is the worst known.

When the new elevator and cribs which are being built at Hovey, Ill., are completed they will have a capacity of 100,000 bushels. This elevator is being built by Dr. L. A. Glaze, of Grayville, and Jerome Glaze, of New Harmony. It is to be situated on the P. D. & E. Ry.

For the present there is no grain being shipped from French & Co.'s elevator at Champaign, Ill. The I. C. Ry., over whose tracks grain from this elevator has been shipped, and the Wabash, on whose ground the structure stands, have closed their switches against each other.

A second dividend of fourteen per cent has been paid to the members of the Chicago Board of Trade who contributed to the relief of Nebraska and Kansas farmers during the drouth of '95. The Chicago Board of Trade contribution to that fund was \$15,305. This second dividend will make \$8,264 returned to the distributors.

The past year has been a very prosperous one for the Chicago grain inspection, and there is a considerable amount of surplus money in the treasury, enough, in fact, to carry the department safely through any adverse conditions that may arise next year. It is proposed to extend the Chicago inspection throughout the state, thus making a uniform inspection.

The Rush elevator along the Illinois Central tracks at Champaign, Ill., has been torn down. Champaign is no longer a grain center and the elevator's era of usefulness had ceased, and being located in the curve of the track, was annoying to trainmen. The material taken from the elevator will be removed to Newman and Murdock and

used for improving Fred P. Rush & Co.'s elevators at those places.

The firm of Montague, Barrett & Co., of Chicago, dissolved partnership Dec. 1, J. W. Barrett selling out his interest to the remaining members of the firm. A new company was immediately incorporated under the firm name of Montague & Company, and will continue the business and settle all outstanding accounts of the old firm. The officers of the new company are, John S. Carpenter, President; M. R. Montague, vice-president; Henry A. Leland, secretary and treasurer.

The new Grand Trunk grain clipping and cleaning elevator at Elsdon station, Chicago, will be equipped with twelve of the Chase-Kaestner oat clipping machines, with a combined capacity of 6,000 bushels per hour. These machines are the outgrowth of the original Morgan Oat Clippers, and are today a standard machine, equal to any on the market. Chas. Kaestner & Co, the sole manufacturers, still build the old original Morgan clippers, as well as the Kaestner patented Portable Grist and Feed Mills.

The annual report of the Chicago & Northwest Granaries Co. shows that the \$50,000 profits of the first half of the year have been, during the last half of the year, converted into a loss. This is owing to the extraordinary condition of the wheat market and the high price of cash wheat. G. W. Van Dusen's term as manager of the American companies expires August 1, 1899, but his term may be extended. A special half-yearly audit will be given up to February 1st, 1899. The number of bushels of wheat handled by the American companies the last year was 4,463,415 and of oats and other grain 2,304,472.

NEBRASKA.

P. Opps' grain elevator at Burchard, Neb., was destroyed by fire Dec. 3. The loss is placed at \$5,000.

The Duff Grain Co. is building an elevator at Nemaha City, Neb., which it will operate upon its completion.

D. Smith has succeeded Wm. Coon at Elmwood, Neb., and will operate the elevator formerly run by Mr. Coon.

A Fornam, Neb., paper advises the farmers not to bring in their grain without first engaging it, as the elevators are crowded to overflowing and cars are scarce.

The Central Granaries Co. has moved its headquarters to Lincoln, Neb. At this point the company has its largest elevator and storage house, which is also the largest in the state.

D. C. West is operating the new elevator at Wyoming, Neb. This is the first elevator to be built at this place, it has a capacity of 7,000 bushels, and the power is furnished from a gasoline engine.

General Bulletin No. 6 of the Nebraska Grain Dealers' Association, issued by A. H. Bewsher, secretary, outlines a plan whereby the members may be supplied with a crop service. The plan is to send a list of questions to each of the members, covering essential points relative to the crop situation, these to be answered and returned to the secretary. This information is to be furnished only to members, and as Nebraska has no crop bureau, this service, if established by the association, will be the only reliable service in the state. The instituting of this feature in asso-

ciation work reflects great credit on their secretary, A. H. Bewsher.

IOWA.

H. Grevsmuhl's new elevator at Audubon, Ia., is completed.

The average yield of corn in Iowa this year is placed at 32 bushels per acre.

A 10,000 to 15,000 bushel elevator will be built by H. P. Jensen, at Traer, Ia.

The Kansas City Grain Co. is pulling down its corn cribs at Orange City, Ia.

The shipments of grain recently from Ft. Dodge, Ia., to Chicago have been very heavy.

The Spencer Grain Co., of McGregor, Ia., has ordered some new machinery for its elevator.

From 20 to 25 per cent of the Iowa corn crop is still in the fields, and covered with snow.

The new elevator at Jamaica, Ia., is completed. There is some talk of building another one there.

F. M. Hancock & Co., of Danbury, Ia., are putting some new machinery into their elevator at that place.

Charley McCardell, who is a grain buyer at Ackley, Ia., has made some improvements at his elevator dump there.

On the first of January Mr. Westcott of Galva, Ia., will take possession of the elevator he has purchased at Cushing, Ia.

G. Moobwey and another gentleman will soon operate two elevators at Des Moines, Ia. The old elevator there is being remodeled for them.

Walter Stickney, a grain dealer at Stacyville, Ia., recently fell from a step ladder while closing a slide in a grain chute and received quite serious injuries.

Burt Voeltz, of Aplington, Ia., has recently purchased the A elevator and will run it in connection with his other elevator at that place. This will give him a good capacity for handling grain.

A petition was filed at Estherville, Ia., for a site for a new elevator on the B., C. R. & N. Ry., but when the commission met the petitioner failed to appear, saying he had not made the petition in his own behalf.

Such a large quantity of corn is coming into Superior, Ia., that elevator men find difficulty in furnishing crib room for same. It is said that more corn has been received there for the week ending November 19 than during any preceding fall.

The grain men of Des Moines, Ia., will establish a board of trade, and are making arrangements to take an entire floor of the new Youngerman block. The plan includes a special telegraph service and wires from the various market centers.

The farmers in the vicinity of Ottumwa, Ia., are waiting for an advance in the price of corn and barley. It is reported that one-fourth of the barley and three-fourths of the corn crop is still held by them in anticipation of this advance.

The Central Granaries Co., of Omaha, Neb., has remodeled the old Smith elevator at Riverton, Ia., and now the elevator is in good shape. Mr. Moobery, of Omaha, will manage affairs at this elevator. Riverton has now two first-class elevators.

Out of forty varieties of winter wheat tested at the experiment station at Ames, Ia., Turkish Red is the only

kind that has proved to be of value for the north central portion of that state and this has yielded as high as 54½ bushels to the acre and never less than 20.

The second annual prize corn show given by C. R. Parish & Co., at Des Moines, Ia., November 17, proved a great success. There were nearly 200 contestants for prizes. Samples of corn were exhibited which had been raised from seed crossed three times, with good results.

G. C. and G. H. Jameson, A. A. Smith and W. C. Crone, of Hampton, Ia., have been convicted for cheating in the matter of false weights in stock and grain. The three former are grain dealers and the latter an employee. It is said that this cheating has been done by them for the past two years. The prosecution was carried on very actively by a rival firm.

P. M. Ingold, whose elevator burned recently, has disposed of most of the grain which was wet during the fire. Two cars of it he shipped to Chicago. The building was valued at \$2,200 and the insurance was \$1,500. The entire loss on the building and grain is about \$1,200. Mr. Ingold has purchased material with which to build a new elevator.

KANSAS.

John Gunter is erecting a new feed mill at Bartlett, Kan.

G. T. Price, of Hutchinson, Kan., will build a new elevator at Cameron.

An addition has recently been built to Finn's elevator at Sedgwick, Kan.

Harry A. Morrison, of Salina, Kan., recently sold 1,400 bushels of mortgaged wheat and disappeared.

Currier & Kiddoo, of Paola, Kan., have reopened the old elevator at that place, and are buying corn.

A. J. Light & Co.'s elevator at New Cambria, Kan., is nearly completed and will soon be ready for business.

B. S. Ekel, of Hillsboro, Kan., has improved the facilities of his elevator by the addition of new machinery.

H. Work & Co., of Ellsworth, Kan., contemplates adding new machinery to their elevator in the near future.

The Union Mills, of Wichita, Kan., will erect an elevator to be run in connection with their mill at that place.

N. Webber, of Dubuque, Kan., and Andrew Peirano, of Wilson, have gone into the grain and coal business at Dorance.

G. M. Northrup, of Salina, Kan., has installed in his elevator a new stationary 25 h. p. engine and boiler and a new oat clipper.

The firm of Hawley & Co., who have been buying grain at Kinsley, Kan., have gone out of business, S. B. Rickerson has succeeded them, and is now occupying the elevator.

The official crop bulletin of the Kansas Board of Agriculture, issued Dec. 1 gives the crop yield of Kansas, as follows: Winter wheat, 59,674,190 bushels; Spring wheat, 1,116,556; corn, 126,999,132; oats, 21,702,537.

Grant G. Gillett, of whom the papers have had a good deal to say lately, in regard to his great cattle speculations, was at one time in the grain business in Kansas, and it is said that a few of the Kansas City grain firms will always remember it.

The Farmers' Co-Operative Milling & Elevator Co., has been incorporated

at Great Bend, Kan., with a capital stock of \$25,000. The incorporators and directors are John Donovan, C. Hartman, F. M. Russell, O. A. Smith, G. H. Hart, Adolph Nicolet, and J. E. McQuillan.

The grain dealers of central Kansas recently held a meeting at Salina, Kan., to discuss the matter of shortage of weights in shipments of grain. It was learned that this grievance had been almost overcome since the state association had placed checkmen at Kansas City. Geo. Ripke, of Salina, was elected chairman and Mr. Thorstenberg, of Lindsborg, secretary. Meetings will be held at Salina once a month.

MISSOURI.

The Kansas City Board of Trade is going to give an entertainment, as usual, the last day of the year.

Davis & Co., of Nevada, Mo., are to rebuild in the near future their elevator, which burned several months ago.

December 1st Willis J. Baird took charge of the Jones elevator at St. Charles, Mo., which he had leased.

Chas. H. Alexander, clerk for Kohlor Bros., St. Louis, and well known in grain circles, died suddenly December 2nd.

When F. J. Bayless' elevator, which is in course of erection at Watson, Mo., is completed that town will have two elevators.

The Union Elevator at St. Louis, Mo., which was built to replace the one burned last January, was opened November 24. It has a capacity of 1,250,000 bushels and is capable of handling 150 cars a day.

It was reported recently that St. Louis had sold 650,000 bushels of wheat for export, but later it was learned that this grain was only transferred to New Orleans to be shipped out in the winter when the demand arises.

F. Eugster, an extensive French importer of grain, and Edward Weissmann, representing one of the largest grain houses in Germany, are in St. Louis studying the grain situation.

There is somewhat of a car famine at St. Louis and this has brought up the question of the advisability of building steel barges to carry grain from points on the Missouri and Mississippi rivers. Many St. Louis grain men favor the plan, and this manner of transporting grain may be adopted.

The railroad companies at Kansas City, Mo., are going to charge from \$2 to \$5 hereafter on every car of grain switched to an elevator. This is owing to the fact that most of the elevators are situated on belt lines, owned by separate corporations, and the railroads are going to treat them as competitors.

There was a fight recently on the floor of the St. Louis Exchange between M. A. Kalter, of M. A. Kalter & Co., hay and grain merchants, and F. H. Meyer, of the Brinkmeyer-Meyer Hay and Grain Co. Mr. Meyer was hit by a piece of pop-corn thrown by Mr. Kalter and the combat ensued. No one was seriously hurt, however.

There is considerable trouble at present over the Missouri state inspection. Kansas City dealers claim that St. Louis inspection is too rigid, and wheat grading No. 2 hard at Kansas City has been found, on delivery, to be of a low-

er grade. St. Louis dealers threatened to take the matter to the courts. Chief Inspector Heller of the St. Louis bureau has gone to Kansas City to try to straighten out matters.

MICHIGAN.

Walter Oliver, of Bennington, Mich., is building an elevator in connection with his mill.

H. J. Johnson, of Saranac, Mich., has placed a gasoline engine and a feed mill in his elevator.

Robert Henkel, of Detroit, Mich., is building a warehouse and elevator at a cost of about \$12,000.

W. W. Cargill & Co. have completed their new elevator at Forestville, Mich., and have begun buying grain.

The steamer St. Lawrence, loaded with 64,000 bushels of corn from Chicago, went ashore in the heavy storm of Nov. 26 near Frankfort, Mich.

Robert Booth's new elevator at Dryden, Mich., is now completed and in running order. The power for operating is furnished by a 10 h. p. gasoline engine.

O. E. Packard, of Charlotte, Mich., has been making extensive improvements in his grain and bean elevator, having put in some new machinery, a heating plant and electric lights.

A large number of farmers took advantage of the opening day at G. L. McLane & Co.'s elevator at Battle Creek, Mich. The elevator company paid premiums on the first three loads, as follows: first load, 82 bushels, 35 lbs., mixed wheat, \$1 per bushel; second, 49 bushels, 50 lbs., white wheat, 90 cents per bushel; third, 61 bushels, white wheat, 80 cents per bushel.

WISCONSIN.

J. Evans, of Barneveld, Wis., wishes to sell his grain warehouse and feed mill.

According to reports from Kaukauna, Wis., 650 cars of grain pass through there daily.

The steamer Centurion took probably the last boat load of grain from Washburn, Wis., December 1st, for this season.

Steamers are leaving Sheboygan, Wis., daily for Manitowoc to load grain, and the need of an elevator in Sheboygan is felt.

Eu Claire, Wis., has a rush in the grain business at present and the elevators are all kept busy. The grain is being sent east as fast as it is received.

M. C. Acheon, of Wausau, Wis., has leased the Swift & Co.'s old refrigerator building at Sheboygan, for the purpose of opening a grain market in that city.

L. M. Washburn, of Sturgeon Bay, Wis., has leased his elevator, which has a capacity of 40,000 bushels, to W. W. Cargill & Co., who are now buying grain at that station.

A cargo of 60,000 bushels of rye and 75,000 bushels of oats was taken from Cargill's elevator at Green Bay, Wis., on December 1st. This will probably be the last boatload taken from there this year.

Recently a carload of grain was shipped to Manitowoc, Wis., from Galva, Ia., by the Northern Grain Co., over the C. & N. W. R. R., which contained

74,040 pounds, or 2,313.04 bushels of oats. This beats all previous records.

Janesville, Wis., is at present enjoying a boom in grain. The firm of Rudolph & Heger, of Jefferson, Wis., has sent J. N. Stevens and Louis Pewinger there for the purpose of buying 100,000 bushels of barley from the farmers round about Janesville.

There has been considerable activity in grain receipts at Green Bay, Wis. This is, according to a local dealer of that place, not because of advanced prices but owing to the fact that the farmers have completed their work and also because the roads are in good condition.

MINNESOTA.

A farmers' elevator will soon be erected at Sanborn, Minn.

The Minneapolis & Northern elevator at Rothsay, Minn., was destroyed by fire recently.

The Mercantile Company recently started the new elevator at Grand Forks, Minn.

Hubbard & Palmer Elevator Co., of Butterfield, Minn., are putting up a large corn crib.

The New Prague Milling Co., at New Prague, Minn., will build an addition to their elevator.

Henry Enke has bought the salvage of the Bingham Bros. elevator fire at Lake Benton, Minn.

The wheat receipts at Bellingham, Minn., are heavy and the elevators are crowded with grain.

There was a car famine recently at Hallock, Minn., and sacks of grain were piled high on the railroad's right of way.

S. M. Granger, of Amboy, Minn., has filed an application for an appointment on the Minnesota grain inspection force.

A fire recently threatened to demolish the Northwestern elevator at Sixth avenue South, and First street, Minneapolis, Minn.

W. W. Cargill & Co., of La Crosse, Wis., have purchased the Lambertson elevator at Winona, Minn. The consideration was \$10,000.

As a result of the M. & St. L. R. R. agreeing to put in a sidetrack at Arena, Minn., an elevator or two may be erected there before long.

The Farmers' Co-Operative Elevator Association of Faribault, Minn., which was started last fall, is said by the managers to be on a paying basis.

During the three months that the Farmers' elevator at Bellingham, Minn., has been running it has taken in 100,000 bushels of wheat and marketed about 70,000.

The recent blizzard in northern Minnesota had the effect of reducing the wheat receipts for a week at Duluth, the snow drifts making the roads almost impassable.

A large amount of wheat has been sold by Duluth shippers to go east, and as much of it is still undelivered it may be necessary for the shippers to do battle with the ice to keep Duluth's harbor navigable.

As the steamer Globe was leaving Duluth harbor November 26, with a cargo of wheat it collided with another steam-

er and both sank as the result. The cargoes were protected by the collision bulkheads.

The grain receipts of Duluth during the month of November were 19,000,000 bushels and the shipments 16,500,000 bushels. The heavy receipts of October were exceeded by 2,000,000. All other previous records for one month were exceeded by 5,000,000 bushels.

The Weare Commission Co., of Chicago, is about to commence business and establish quarters at Duluth, Minn. They will be located in the board of trade and will have their own wire connection with Chicago. George Thurber will be in charge of the office.

Bingham Bros. will replace their elevator which recently burned at Lake Benton, Minn., with a new one. The new elevator will have a capacity of 25,000 bushels and will be equipped with a gasoline engine and all modern appliances for the handling of grain.

An attempt was made recently at St. Peter, Minn., to pass a forged wheat ticket for 110 bushels of wheat. The forger imitated very cleverly on a regular wheat ticket in use at the Van Dusen elevator at St. Peter the signature of A. F. Evenson, the wheat buyer.

PACIFIC COAST.

The freight blockade in Oregon is raised, and grain is again moving more freely.

Grain Commissioner W. H. Reed, of Washington, estimates this year's crop at fully 20,000,000 bushels.

The Findley warehouse, near Albany, Ore., containing 700 bushels of wheat, recently gave way, letting the wheat out on the ground.

M. H. Sullivan, of Spangle, Wash., has severed his connection with the Tacoma Grain Co., at that place, and will enter the grain business for himself at the old Echo mills warehouse in Spangle.

The report of State Grain Inspector of Washington, Geo. P. Wright, shows the grain shipments of the state for the last year have been unusually heavy. For the year ending Sept. 1, 1898, 16,917 cars of wheat, amounting to 12,755,418 bushels were inspected. Of this amount 12,000 cars were received at Tacoma, the rest going to Seattle and Spokane. During the same period there were 180,900 bushels of oats, 205,500 bushels of barley and 7,500 bushels of rye inspected.

SOUTHWEST.

J. H. Hollenbeck is to open a feed store at Phoenix, New Mexico.

The Illinois Central is trying to get better terminal connections at New Orleans, La.

F. F. Sturby, of Denver, Colo., is about to install some new machinery in his elevator.

The Caughey-Hayes Grain Co., has been incorporated at Little Rock, Ark., with a capital of \$4,000. The incorporators are Oscar Davis, James Thomas and Caughey Hayes.

Two large granaries belonging to A. D. McGee at Dodd City, Texas, were destroyed by fire Dec. 1. At the time of the fire the building contained a large quantity of corn, which was also destroyed.

A disastrous fire occurred at Central, Utah, recently which destroyed the granaries of Oscar Rose of that place,

together with 1,000 bushels of grain which they contained. The loss is placed at \$1,500.

The eastern portion of the wheat belt of Texas has been benefited by rain, which has fallen recently, but the western portion is still in want of similar nourishment. An increased acreage of wheat is looked for in the state.

Shortages at Galveston, Tex., have recently been a source of considerable trouble for grain dealers in that section of the country, and a meeting was held Dec. 4 and 5 under the auspices of the Texas Grain Dealers Association, at Galveston, for the purpose of looking into this matter of shortages. The Santa Fe railroad supplied the members of the association who wished to attend with transportation, through Secretary Crenshaw of the association. About one hundred dealers were in attendance, and a very enthusiastic meeting was held.

NORTHWEST.

Harvey Bros' feed store at Fargo, N. D., was burned recently.

A 40,000-bushel elevator will be erected at Spiritswood, N. D., by the Johns Elevator Co.

Canova, S. D., is to have a new elevator, which is to be built by W. H. Lanphere & Sons.

The Kalispell Industrial Co.'s elevator at Helena, Mont., is ready and will soon be doing business.

It has been reported that early in the spring a 30,000-bushel capacity elevator will be built at Bridgewater, S. D.

With W. F. Ladieu as agent, the Atlas Elevator Co. has opened an elevator on the C. & N. Ry.'s tracks, at Aberdeen, S. D.

There is a scarcity of cars, especially at Cavalier, Buxton and Waihalla, N. D., the elevators at those places being full. For this reason the farmers are unable to dispose of their wheat.

The Holt elevator at Menno, S. D. has been purchased by Mike Wollman, of Freeman, S. D. There is also talk of Dawald & Walter, of Freeman, establishing an elevator at Menno, S. D.

Fred Heiser, agent for the Spencer Grain Co., at Menno, S. D., was killed Nov. 25, while inspecting a wheat bin. He fell a distance of about ten feet, and received injuries about the head which resulted fatally.

The Farmers' Grain Co.'s elevator at Brooking, S. D., was filled so full of wheat recently that it was found necessary to prop it from the outside to keep it from bursting. When the grain has been taken out the structure will be strengthened.

The Northwestern elevator at Grafton, N. D., burned on the night of Nov. 27. The books which were in the office were destroyed, but Mr. Bullock, who managed the elevator, said it contained from 12,000 to 14,000 bushels of wheat at the time of the fire. The building and contents were entirely destroyed. It is thought that the fire was the work of an incendiary.

It has been asserted that 10,000,000 bushels of wheat lies under the snow in North Dakota. Most of this belongs to the poorer class of farmers, who were unable to get their wheat thrashed before the fall rains set in. This vast quantity of grain will be useless as flour wheat and can be used only as

feed. This will cause a great loss to the growers of it.

The receipts of wheat at Lisbon, N. D., show an increase for the year of 71,200 bushels over last year. Not only this, but, whereas the average grade for last year was about No. 3, the average grade this year is easily No. 1 northern.

CANADA.

A new elevator will be built at Richmond Hill, Ont.

A new grain elevator has been built at Shawville, Ont.

R. J. Chalmers has opened a grain office in Winnipeg, Man.

W. D. Craig, of Virden, Man., is building a warehouse for oats.

T. J. Patterson has accepted a position as grain buyer at Leonore, Man.

For the week ending November 26, 418 cars of wheat were inspected at Winnipeg, Man.

It is estimated that there is 1,000,000 bushels of wheat at Owen Sound, Ont., awaiting transhipment.

Up to November 21, Fort William and Port Arthur elevators received 4,500,000 bushels of wheat from this year's crop.

The largest cargo of wheat that ever left Fort William, Ont., was recently taken by the steamer Andrew Carnegie and amounted to 200,000 bushels.

The Dominion Elevator Co., of Portage la Prairie, Man., has secured control of two buildings at that place in which they will put a grain drying plant.

E. C. Bush, a grain buyer for the Northern Elevator Co., of Winnipeg, Man., recently absconded with \$1,200 of the firm's money. A reward of \$300 is offered for his arrest.

S. W. Farrell, a grain commission merchant of Winnipeg, Man., died November 26. While crossing the street he was struck by an electric car and received a blow which proved fatal.

The grain firm of Parrish & Lindsay, of Brandon, Man., have opened a branch office in Winnipeg and will buy grain at all the principal points in the province and territories. Mr. Parrish will have charge of the Winnipeg office.

The central experimental farm at Ottawa, Canada, has sent a circular letter to Canadian farmers asking them to send in samples of wheat for test, as to germinating power, and advises them under no circumstances to plant doubtful seed.

At the Lake of the Woods Milling Co.'s elevators, at Altona, Man., the weighman was caught issuing fraudulent grain tickets to the farmers for grain which had never been received. It is supposed the farmers and the weighman divided the booty.

The Manitoba Grain Co., of Winnipeg, Man., has sold out its business and elevators to the Northern Elevator Co., the Dominion Elevator Co. and to the firm of Brady, Love & Tyron. Thirty-seven elevators were controlled by this company, and the transaction involved \$150,000.

The season of navigation at the port of Montreal has just closed and was the busiest in the history of the port. Shipments this year will amount to 40,000,000 bushels, against 27,000,000 bushels last year, and 19,000,000 in 1896. This increase is due largely to the opening of the Parry Sound route.



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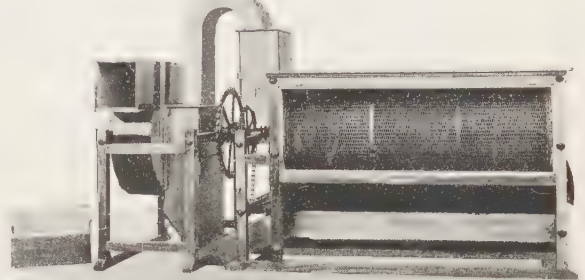
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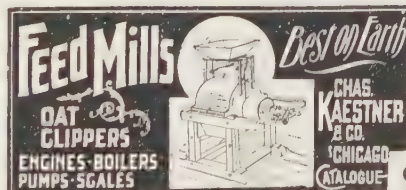
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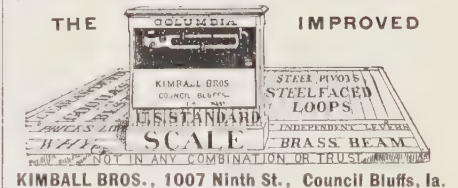
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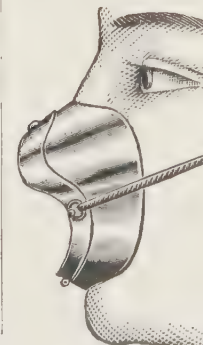
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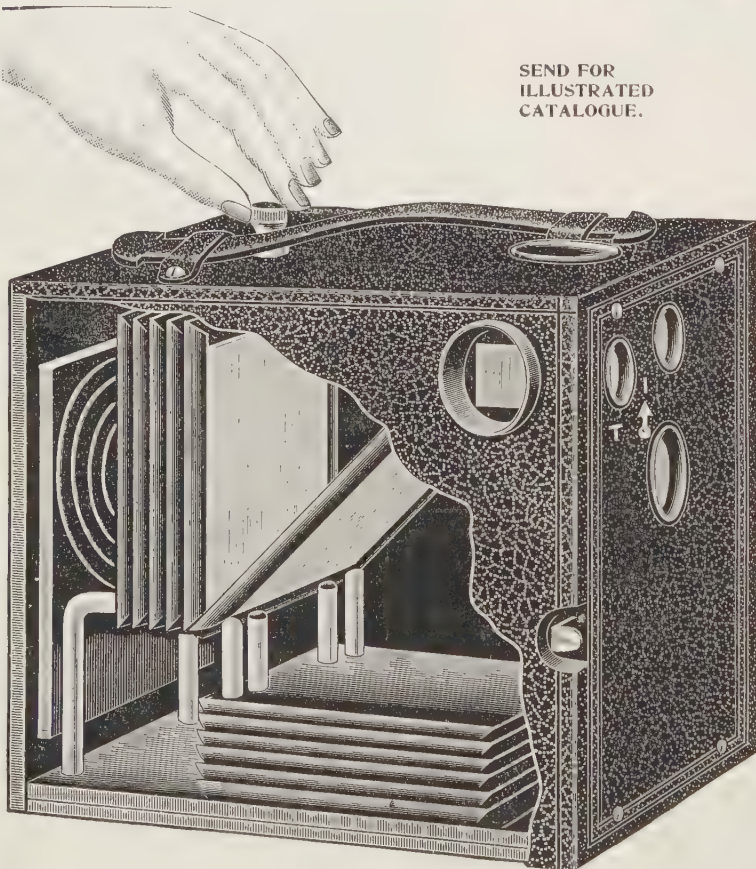
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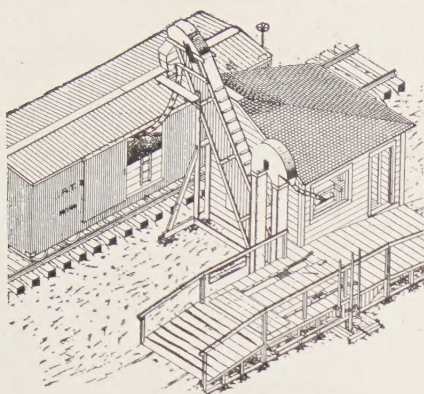
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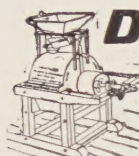


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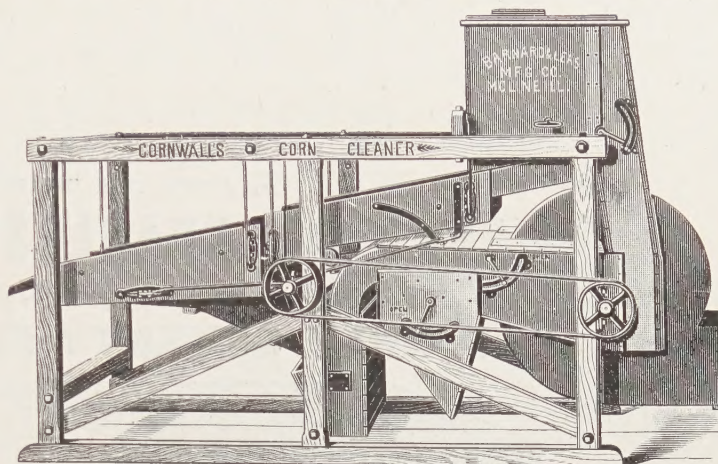
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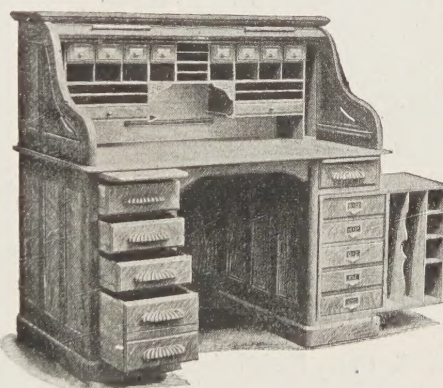
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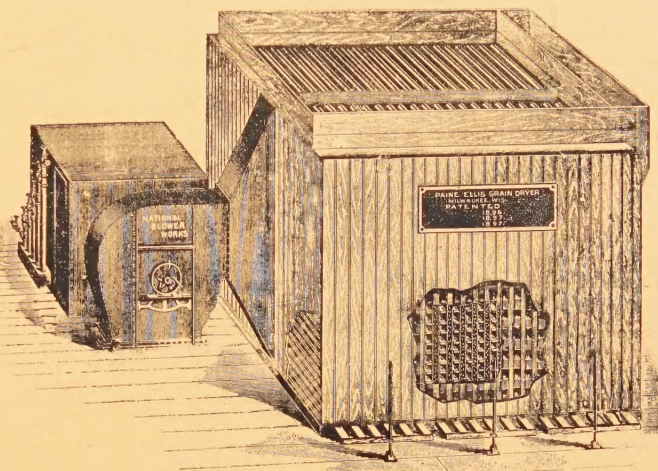
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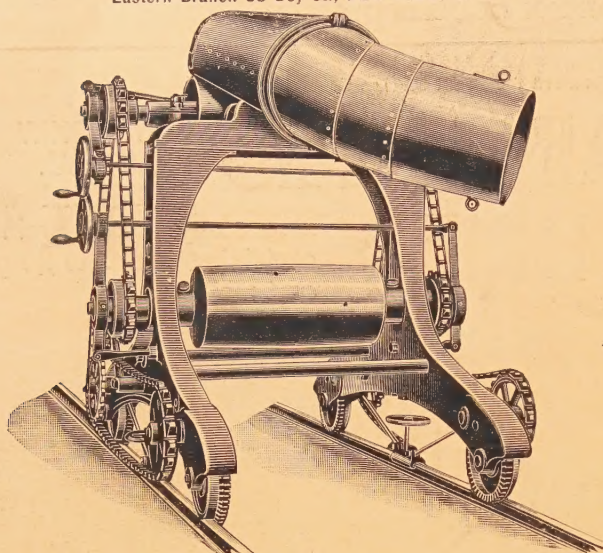
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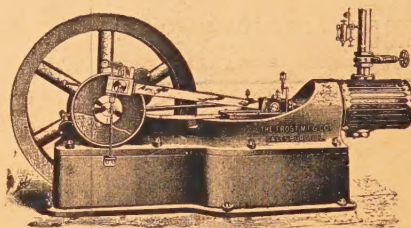
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